

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
<p>Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan - Row Papers - A.R.O.W. Flaps - Extend Gear Lever - Down Master - On Gear Lights - Green Pitot Heat - Test Stall Indicator - Test Lights - Int. / Ext. Fuel Gauges - True Master - Off</p> <p>EXTERIOR SUMMARY</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/Towbar Baggage Door Final Walk Around</p> <p>INTERIOR</p> <p>Flaps - Up Passenger Load/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 AC - Off Beacon - On Prop - High RPM Throttle - Slight Brakes - Set Prop - Clear Master - On Fuel Pump - On Mixture - Rich/Prime Mixture - Lean Mags - Start Mixture - Full Rich Oil Pressure Fuel Pump - Off Fuel Pressure Lights - As Req. Mixture - As Req.</p> <p>PRE-TAXI / TAXI</p> <p>Seat Belts / Harness 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</p>	<p>Brakes - Set Fuel - Proper Tank Trim - Takeoff Flight Controls Instruments Annunciator Lights Alter. Air-Test/Close Mixture - Best Power</p> <p>2000 RPM Mags (R&L) - Test Prop - Cycle Vacuum Amps / Volts Fuel Pressure Oil Pressure Oil Temperature Idle - Check Closed Friction Lock</p> <p>PRE-TAKEOFF</p> <p>Flaps - 0° - 25° Prop - High RPM Mixture - Best Power Fuel Pump - On Gear Override - As Req. Pitot Heat - As Req. H.I. To Compass XPDR - Alt + Sqwk AC - Off Doors / Windows 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 - 87 (100) Gear - Up Flaps - Up</p> <p>CLIMB</p> <p>96 (110) Throttle - 25" MP Prop - 2500 RPM Mixture - As Req. Fuel Pump - Off Instruments Taxi/Land Light - Off Flight Plan - Open</p> <p>CRUISE</p> <p>Throttle Prop Mixture Instruments H.I. To Compass Fuel - Proper Tank</p>	<p>Throttle - MP As Req. Mixture - Richen Fuel - Proper Tank ATIS / AWOS Altimeter - Set Instruments H.I. To Compass</p> <p>PRE-LANDING</p> <p>Landing Light - On Autopilot - Off AC - Off Seat Belts / Harness Mixture - Best Power Fuel Pump - On Fuel - Proper Tank Gear Override - As Req. Gear - Down Flaps - As Req.</p> <p>LANDING</p> <p>Gear - Down Flaps - 40° Or As Req. Prop - High RPM Speed * 68 (78)</p> <p>G. U. M. P. E. S.</p> <p>GO AROUND Power - Full Flaps - Approach Gear Override - As Req. Positive Rate Climb Gear - Up Flaps - Up</p>	<p>Flaps - Up Fuel Pump - Off Strobes - Off Land Light - As Req. Mixture - As Req. Pitot Heat - Off Mixture - As Req. Trim - Takeoff XPDR - Alt + Sqwk</p> <p>SECURING</p> <p>ELT - Verify Silent Avionics - Off AC - Off Mixture - Full Lean Mags - Off Master - Off Lights - Off Hobbs / Tach Time Secure Yoke Chocks Tie Downs Pitot Cover Baggage Door Cabin Door</p> <p>Close Flight Plan</p> <p>* Adjust Speed As Needed For Conditions</p>

XWind • Max Demo'd - 17 (20)	Vs0 • Stall with flaps - 56 (64)	Va • Max Abrupt (2100 lbs) - 101 (116)	Vfe • Full Flaps - 109 (125)
Vr • Rotation Speed - 56 (65)	Vs • Stall w/o flaps - 62 (71)	Va • Max Abrupt (Full Gross) - 114 (131)	Vlo • Max Gear Operate - 130 (150)
Vx • Best Angle Climb - 83 (96)	Best Glide (2100 lbs) - 81 (93)	Vno • Max Structural Cruise - 148 (170)	Vle • Max Gear Extended - 130 (150)
Vy • Best Rate Climb - 87 (100)	Best Glide (Full Gross) - 91 (105)	Vne • Never Exceed - 186 (214)	Vlr • Max Gear Retract - 109 (125)

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			Vx & Vy Are Gear Up Speeds
Rotation *	56 (65)	0	Short Field: 25° Flaps. Rotate * 54 (62), Then 74 (85)
Best Angle Climb	83 (96)	0	Soft Field: 25° Flaps. Rotate * 52 (60)
Best Rate Climb	87 (100)	0	Avoid Cruise Speeds Between 2150 RPM - 2350 RPM w/ 10-360-C1C
CRUISE (IAS -5,000)			
Economy	120 (138)	0	21.7" MP - 2100 RPM - 8.2 GPH - 55%
Normal	131 (151)	0	21.7" MP - 2400 RPM - 9.2 GPH - 65%
Maximum	141 (162)	0	Full Throttle - 2400 RPM - 10.2 GPH - 75%
ARRIVAL			
Approach	78 (90)	10-25	17" MP (Initially)
Short Final *	68 (78)	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 Economy", New Engine. () = MPH.

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POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

BEST GLIDE - 91 KIAS (105 MPH) (Full Gross Weight)

FUEL SELECTOR - OFF

MIXTURE - FULL LEAN / IDLE CUTOFF

FLAPS - DOWN

GEAR - AS REQUIRED

MASTER & MAGS - OFF (Unlatch Door)

POWER LOSS IN FLIGHT

BEST GLIDE - 91 KIAS (105 MPH) (Full Gross Weight)

If Needed Manual Override Gear Engaged Above 100 KIAS (115)

NOTE WIND DIRECTION & VELOCITY

PICK LANDING SITE

MIXTURE - FULL RICH

FUEL SELECTOR - CHECK / SWITCH (Note Gauges)

FUEL PUMP - ON

ALTERNATE AIR - ON

MAGNETOS - CHECK ALL

MASTER - ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE

PROP - LOW RPM (Full Aft)

SQUAWK 7700

DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)

ELT - ON

FUEL SELECTOR - OFF

MIXTURE - FULL LEAN / IDLE CUTOFF

SEATBELTS / HARNESS

GEAR-DOWN (Up if Very Rough/Soft Terrain. Engage Gear Override > 100 Knots)

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

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 / CRANK ENGINE FEW SECONDS

MASTER & MAGS - OFF

EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT - ON

DEICING EQUIPMENT - ON

CABIN HEAT & DEFROST - MAXIMUM

STRONGLY CONSIDER 180° TURN

ATTAIN HIGHER OR LOWER ALTITUDE

INCREASE ENGINE & PROP SPEED

FLAPS - NOT RECOMMENDED FOR LANDING

LAND FASTER AS NEEDED

MANUAL GEAR EXTENSION

REDUCE AIRSPEED BELOW 87 KIAS (100 MPH)

LANDING GEAR LEVER - DOWN POSITION

EMERGENCY GEAR LEVER - EMERGENCY DOWN

YAW AIRPLANE IF NECESSARY TO HELP LOWER GEAR

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.P. (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
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 Arrow II, PA-28R-200 (Lycoming; 10-360-C1C, 200 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: 2650 LBS

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

Usable Fuel: 48 Gallons

Oil Capacity: 8 Quarts (POH-Minimum 2. Suggest 6)

Electrical: 12-14 VOLT / 60 AMP

Tire Pressure: Nose - 30 PSI / Main - 27 PSI