

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan – File Papers – A.R.O.W. Release Controls Ignition – Off All Electrical – Off Fuel Valve – On Fuel Gauges – True Seat Belts – Ck/Secure ELT – Arm Master – On Lights – Int. / Ext. Master – Off	Front Seat – Adj/Secure Avionics – Off Alternate Air – Cold Beacon – On Prop – High RM Mixture – Full Rich Prop – Clear Master – On Prime – As Req. Mixture – Full Lean Throttle – 1/2-1" Brakes Mags – Left To Start Starter – Engage Mixture – Full Rich Mags – Both Oil / Fuel Pressure Lights – As Req. Mixture – As Req.	Brakes – Set Trim – Takeoff Flight Controls Instruments Fuel Valve – On Mixture – Best Power 1800 RPM Mags (R&L) – Test Prop – Cycle Alternate Air – Test Ammeter Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction	Full Throttle 2700 RPM (Max) Oil Pressure / Temp. Lift Off * 43 (50) Vy – 66 (76)	Mixture – Richen ATIS / AWOS Altimeter – Set Instruments	Alternate – Cold Fuel Pump – Off Strobes – Off Lights – As Req. Mixture – As Req. Trim – Takeoff XPDR – STBY
EXTERIOR SUMMARY <i>After Geographical Check</i>	PRE-TAXI / TAXI	PRE-TAKEOFF	CLIMB	PRE-LANDING	SECURING
Fuel Quantity Fuel Quality Caps / Drains / Vents Engine / Oil / Belt Prop / Air Filter Windshield Exhaust System Stall Indicator Surfaces & Controls Pitot & Static Ports Gear / Tires / Brakes Antennas Brace Wires Ties / Chocks Final Walk Around	Seat Belts / Harness Land Light – As Req. Heat / Vent / Defrost Avionics – On / Set XPDR – STBY ATIS / AWOS Altimeter – set Radio – Test Brakes – Test Turn & Bank – Test	Fuel Pump – On Prop – High RPM Mixture – Best Power Door / Window XPDR – Alt + Sqwk Landing Light – On Strobes – As Req. Time – Note Brakes – Release <i>Abort Plan - Ready!</i>	Throttle Prop Mixture Instruments Alternate Air – As Req. Land Light – Off Flight Plan – Open	Seat Belts / Harness Landing Light – On Fuel Pump – On Mixture – Best Power Brakes – Test Alternate Air – Cold (On If Icing Conditions)	ELT – Verify Silent Park Brake – Set Avionics / Elec. – Off Mixture – Full Lean Mags – Off Master – Off Lights – Off Hobbs / Tach Time Secure Controls Chocks Tie Downs Pitot Cover Cabin Door
INTERIOR			CRUISE	LANDING	Close Flight Plan
Passenger Brief Hobbs / Tach Time Alt Static – Normal Circuit Breakers Brakes – Pedal Test			Throttle Prop Mixture Instruments Alternate Air – As Req.	Prop – High RPM Speed * 56 (65) G. U. M. P. F. S.	* Adjust Speed As Needed For Conditions
X Wind • Max Demo'd – 17 (20) Lift Off – 43 (50) Vx • Best Angle Climb – 56 (64) Vy • Best Rate Climb – 66 (76)	Vs • Stall w/o flaps – 46 (53) Best Glide (1500 lbs) – 59 (68) Best Glide (Full Gross) 65 (75) Vne • Never Exceed – 156 (180)	Va • Max Abrupt Ctrl (1500 lbs) – 96 (110) Va • Max Abrupt (Full Gross) – (1)105 (121) Vno • Max Structural Cruise – 139 (160) Hammer Head – 113 (130)	Loop – 122 (140) Immelman – 126 (145) Snap Roll – 78 (90) Slow or Barrel Roll – 113 (130)		

DEPARTURE	CRUISE (TAS - 5,000')	ARRIVAL
Lift Off * 43 (50) Best Angle Climb 56 (64) Best Rate Climb 66 (76)	Normal 109 (125)	Approach 65 (75) Short Final * 56 (65)

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Specs Are Approximate Because Of Environment & Plane Model / Year Variables. Specs Are In: LBS, Calibrated, Sea Level, Standard Day, Normal Category, Max. Gross Wt., No Wind, "Lean Mixture", Wheel Pants, New Engine. () = MPH.

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POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
 BEST GLIDE – 65 KIAS (75 MPH) (Full Gross Weight)
 FUEL VALVE – OFF (Pull Full Out)
 MIXTURE – FULL LEAN / IDLE CUTOFF
 MASTER & IGNITION – OFF
 UNLATCH DOOR

POWER LOSS IN FLIGHT

BEST GLIDE – 65 KIAS (75 MPH) (Full Gross Weight)
 NOTE WIND DIRECTION & VELOCITY
 PICK LANDING SITE
MAY BE DUE TO SERIES OF INVERTED MANEUVERS:
 ASSUME ERECT FLIGHT ATTITUDE
 THROTTLE – ¾ FORWARD
 MIXTURE – FULL RICH
 PROP – FULL FORWARD
 FUEL VALVE – CHECK ON
 EMERGENCY FUEL PUMP – ON
 MAGNETOS – CHECK ALL
 MASTER – ON
 STARTER – ENGAGE (If Windmill RPM Is Insufficient)

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
 SQUAWK 7700
 DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
 FUEL VALVE – OFF
 MIXTURE – FULL LEAN / IDLE CUTOFF
 SEATBELTS / HARNESS
 MASTER & IGNITION – OFF
 UNLATCH DOOR
 PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF (Mags On)
 VENTS / CABIN HEAT – CLOSED (Open Only If Critical)
 FIRE EXTINGUISHER
 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 VALVE – OFF
 MASTER SWITCH – OFF
 CABIN HEAT & AIR – OFF
 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
 FUEL VALVE – OFF
 MASTER & IGNITION – OFF
 EVACUATE / FIRE EXTINGUISHER

ICING

ALTERNATE AIR – ON
 CABIN HEAT & DEFROST – MAXIMUM
 STRONGLY CONSIDER 180° TURN
 ATTAIN HIGHER OR LOWER ALTITUDE
 INCREASE ENGINE SPEED
 LAND FASTER AS NEEDED

OTHER

ELECTRICAL SYSTEM MALFUNCTION: Ammeter Indicates Current To Or From The Battery.

Steady Discharge Indicates Inoperative Alternator. Turn Off Nonessential Electrical Equipment. BATTERY ONLY
 Terminate Flight A.S.A.P.

Excess Rate Of Charge: All Electrical Off – LAND A.S.A.P.

RADIO OUT: Check Circuit Breakers & VOLUME
 Recycle Alternator Switch
 (Suggest XPDR: 7600 If VFR 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
 Bellanca 8KCAB, (Lycoming IO-320-E1A, 150 HP)

* **Empty Weight:** LBS (Specific Plane Weight)
 * **Max. Useful Load:** LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Area: 100 LBS (Prohibited During Acrobatics)
Max. T.O. Weight: 1800 LBS

Fuel Type: 91/96 / 100/130
Usable Fuel: 40 Gallons
Oil Capacity: 8 Quarts (Min. 7 for Acrobatic)
Electrical: 12-14 VOLT
Tire Pressure: Tail - 40 PSI / Main - 24 PSI