

<p>INITIAL</p> <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 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>START</p> <p>Seat Track/Back-Lock Avionics - Off Autopilot - Off Carb Heat - Off Beacon - On Mixture - Full Rich Throttle - Slight Prime Brakes Prop - Clear Master - On Fuel Pump - On Mags - Start Oil Pressure Fuel Pump - Off Fuel Pressure Lights - As Req. Mixture - As Req.</p> <p>PRE-TAXI / TAXI</p> <p>Seat Belt / 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>RUN-UP</p> <p>Brakes - Set Fuel - Proper Tank Trim - Takeoff Flight Controls Annunciator Lights Instruments Mixture - Best Power Primer - In & Lock</p> <p>2000 RPM Mags (R&L) - Test Carb Heat - Test Vacuum Amps / Volts Fuel Pressure Oil Pressure Oil Temperature Idle - Check Closed Friction Lock</p> <p>PRE-TAKEOFF</p> <p>Flaps - 0° - 25° Mixture - Best Power Fuel Pump - On Carb Heat - Off <i>Or As Req.</i> Pitot Heat - As Req. H.I. To Compass Doors / Windows Strobes - As Req. Landing Light - On Transp - Alt + Sqwk Time - Note Brakes - Release</p> <p><i>Abort Plan - Ready!</i></p>	<p>TAKEOFF</p> <p>Full Throttle 2275 RPM (Min) Oil Pressure Rotate * 48 (55) Vy - 75 (86) Flaps - Up</p> <p>CLIMB</p> <p>75-87 (86-100) Power Mixture Fuel Pump - Off Instruments Taxi / Land Light - Off Flight Plan - Open</p> <p>CRUISE</p> <p>Power Mixture Instruments H.I. To Compass Fuel - Proper Tank <i>(Fuel Pump On If Switch)</i></p>	<p>DESCENT</p> <p>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 Seat Belt / 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> Speed * 59 (68)</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>AFTER LANDING</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>ELT - Verify Silent Avionics - Off Mixture - Full Lean Mags - Off Master - Off Lights - Off Hobbs / Tach Time Secure Yoke Chocks Tie Downs Pitot Cover Cabin Door</p> <p>Close Flight Plan</p> <p><i>* Adjust Speed As Needed For Conditions</i></p>
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Vr • Rotation Speed - 48 (55)	Vs0 • Stall with flaps - 41 (47)	Va • Max Abrupt Ctrl (1650 lbs) - 100 (115)	Vne • Never Exceed - 155 (178)
Vx • Best Angle Climb - 66 (76)	Vs • Stall w/o flaps - 50 (58)	Va • Max Abrupt (Full Gross) - 114 (131)	Vfe • Flaps Extended - 101 (116)
Vy • Best Rate Climb - 75 (86)	Best Glide (1650 lbs) - 60 (69)	Vno • Max Structural Cruise - 124 (143)	X Wind • Max Demo'd - 17 (20)
	Best Glide (Full Gross) - 69 (79)		

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			
Rotation *	48 (55)	0	Short Field: 25° Flaps. Rotate * 50 (58) Then 66 (76) Until Clear
Best Angle Climb	66 (76)	0	
Best Rate Climb	75 (86)	0	Soft Field: 25° Flaps. Rotate As Early As Possible.
CRUISE <i>(TAS - 5,000')</i>			
Economy	85 (98)	0	2230 RPM - 6.2 GPH - 55%
Normal	94 (108)	0	2370 RPM - 7.3 GPH - 65%
Maximum	104 (120)	0	2520 RPM - 8.4 GPH - 75%
ARRIVAL			
Approach	70 (81)	10-25	1500 RPM (Initially)
Short Final *	59 (68)	40	Idle - 1200 RPM

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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 – 69 KIAS (79 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 – 69 KIAS (79 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
 SQUAWK 7700
 DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
 ELT – ON
 FUEL SELECTOR – OFF
 MIXTURE – FULL LEAN / IDLE CUTOFF
 SEATBELTS / HAIRNESS
 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)
 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 – 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
 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

ALTERNATOR FAILURE: Reduce Electrical Load / Verify C.B. In. Attempt To Reset Overvoltage Relay – Turn ALT Switch Off For 1 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 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 140, PA-28-140 (Lycoming: O-320-E3D, 150 HP)

* Empty Weight: LBS (Specific Plane Weight)
 * Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)
 Max. Baggage Area: 100 LBS (s/n 28-20000 - s/n 28-20939)
 Max. Baggage Area: 200 LBS (s/n 28-20940 & On)
 Max. T.O. Weight: 1950 LBS (s/n 28-20000 - s/n 28-20939)
 Max. T.O. Weight: 2150 LBS (s/n 28-20940 & On)

Fuel Type: 100LL (Blue) / 100 (Green) / 80/87 (Red)
 Usable Fuel: 49.5 Gallons
 Oil Capacity: 8 Quarts (POH Minimum 2, Recommend 6)
 Electrical: 12-14 VOLT / 60 AMP
 Tire Pressure: Nose - 30 PSI / Main - 24 PSI