

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 AC - Off Prop - High RPM Throttle - Slight Brakes Prop - Clear Master/Alt - On Beacon - 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.	Brakes - Set Fuel - Proper Tank Trim - Takeoff Flight Controls Instruments Annunc. Panel Mixture - Best Power 2000 RPM Mags (R&L) - Test Prop - Cycle Vacuum Amps / Volts Oil Pressure Oil Temperature Alternate Air Idle - Check Closed Friction Lock	Full Throttle 2700 RPM (Max) Manifold Pressure Oil Pressure Rotate * 58 (67) Vy - 89 (102) Flaps - Up	Throttle - MP As Req. Mixture - Richen Fuel - Proper Tank ATIS / AWOS Altimeter - Set Instruments H.I. To Compass	Flaps - Up 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 After Geographical Check			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	100 (115) Throttle - 25" MP Prop - 2500 RPM Mixture - As Req. Fuel Pump - As Req. Instruments Taxi/Land Light - Off Flight Plan - Open	Landing Light - On Autopilot - Off AC - Off Seat Belts / Harness Mixture - Best Power Fuel Pump - On Fuel - Proper Tank Flaps - As Req.	ELT - Verify Silent Avionics - Off AC - 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
INTERIOR			CRUISE	LANDING	Close Flight Plan
Flaps - Up Passenger-Load/Brief Hobbs / Tach Time Fuel - Proper Tank Circuit Breakers Alternate Static ELT - Armed Brakes - Pedal Test	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	Flaps - 10°-25° Prop - High RPM Mixture - Best Power Fuel Pump - On AC - Off Alter. Air - Closed Pitot Heat - As Req. XPDR - Alt + Sqwk Heading Bug Doors / Windows Landing Light - On Strobes - On Time - Note Brakes - Release Abort Plan - Ready!	Throttle Prop Mixture Fuel Pump - Off Instruments H.I. To Compass Fuel - Proper Tank (Fuel Pump On To Switch)	Flaps - 40° Or As Req. Prop - High RPM Speed * 75 (86) G. U. M. P. E. S. GO AROUND Power - Full Positive Rate Climb Flaps - Retract Slowly	* Adjust Speed As Needed For Conditions
Vr • Rotation Speed - 58 (67) Vx • Best Angle Climb - 79 (91) Vy • Best Rate Climb - 89 (102)	Vs0 • Stall with flaps - 47 (54) Vs • Stall w/o flaps - 54 (62) Best Glide (2400 lbs) - 73 (84) Best Glide (Full Gross) - 87 (100)	Va • Max Abrupt Ctrl (2400 lbs) - 110 (127) Va • Max Abrupt (Full Gross) - 131 (151) Vno • Max Structural Cruise - 149 (171) Vne • Never Exceed - 192 (221)	Vfe • Full Flaps - 109 (125) X Wind • Max Demo'd - 17 (20)		
DEPARTURE					
Rotation *	58 (67)	10	Short Field: 25° Flaps. Rotate* 55-62 (63-71) Then 79 (91) Until Clear Obstacles		
Best Angle Climb	79 (91)	0			
Best Rate Climb	89 (102)	0	Soft Field: 25° Flaps		
CRUISE (TAS-5,000')					
Economy	119 (137)	0	21.5" MP - 2100 RPM - 14.2 GPH - 55%		
Normal	132 (152)	0	22.5" MP - 2300 RPM - 16.1 GPH - 65%		
Maximum	142 (163)	0	24.4" MP - 2400 RPM - 18.0 GPH - 75%		
ARRIVAL					
Approach	85 (98)	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. © ALL RIGHTS RESERVED 7.813 CheckMate Aviation Inc. 800-359-3741 1992-2017					

(IF UNABLE TO ABORT TAKEOFF)

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)

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

MIXTURE – FULL LEAN / IDLE CUTOFF

FUEL SELECTOR – OFF

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 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

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 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 To 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 Cherokee Six/300 PA-32-300 (Lycoming IO-540, 300 HP)

* **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: 83.6 Gals ('77-'78) / 94 Gals ('79 up)
Oil Capacity: 12 Quarts (Minimum 4)
Electrical: 12-14 VOLT / 60 AMP ALT
Tire Pressure: Nose - 30 PSI / Main - 38 PSI