

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Papers – A.R.O.V. Ignition – Off Fuel Selector – LT Master – On Fuel Gauge – True Flaps Lights – On Then Off Master – Off	Seats/Pedals – Secure Parking Brake – Off Avionics – Off Carb Heat – Off Canopy – Closed Master – On Beacon – On Fuel Pump – On Throttle – Idle Choke – As Req ⁽¹⁾ Prop – Clear Brakes – Hold Starter – (10 Secs Max) <i>[Wait 2 mins to Repeat]</i> Throttle – 2000 RPM Initially Fuel Pump – Off Oil Pressure GEN, AUX GEN – On Throttle – 2200-2500 Eng Instruments Choke – As Req/ OFF Fuel Selector – RT <i>(1 min, then Left)</i> Avionics – On All Switches – On As Req Lights – As Req	Brakes Trim – T.O. <i>(Neutral)</i> Flight Controls Eng Instruments 4000 RPM Mags-Test <i>(R-L-Both)</i> <i>(300 RPM Max Drop 120 RPM Difference)</i> Carb Heat – Test Amps / Volts Fuel Selector – LT Fuel / Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction	Full Throttle 5200 RPM <i>(Min)</i> Oil Pressure Vx <i>(15°)</i> – 53 <i>(61)</i> Vy <i>(15°)</i> – 56 <i>(65)</i> Flaps – Up <i>(When Clear Obstacles)</i>	Throttle – As Req Trim Carb Heat – As Req ATIS / AWOS Altimeter Instruments	Flaps – Up Carb Heat – Off Landing Light – Off Trim – T.O. <i>(Neutral)</i> XPDR – Alt + Sqwk
EXTERIOR SUMMARY <i>After Thorough Geographical Check</i> Fuel/Coolant Qty Fuel Quality Caps/Drains/Vents Engine/Oil <i>(Turn Prop)</i> Fasteners/Connections Prop / Air Intake Exhaust System Stall Indicator – Test Surfaces & Controls Canopy Pitot Static Ports Gear / Tires / Brakes Antennas / Lights Ties/Chocks/Towbar	PRE-TAXI / TAXI Seat Belts / Harness Rudder Pedals Heat / Vent / Defrost Avionics – On ATIS / AWOS Altimeter XPDR – Alt + Sqwk ADS-B – On Radio – Test Brakes – Test Turn & Slip Indicator Attitude Indicator H.I. To Compass – Test	PRE-TAKEOFF Flaps – 15° XPDR – Alt + Sqwk Heading Bug Canopy – Locked Carb Heat – Off <i>Or As Req</i> Landing Light – On Time – Note Brakes – Release <i>Abort Plan – Ready!</i>	CLIMB 63 <i>(73)</i> Oil / Water Temp Fuel Pressure Trim Landing Light – Off Flight Plan – Open	PRE-LANDING Brakes – Pedal Test Landing Light – On Seat Belts / Harness Fuel Selector – LT Carb Heat – Off Flaps – 15°	SECURING ELT – Verify Silent Avionics – Off Throttle – Idle Ignition – <i>1st Mag Off (2-3 Secs, Then 2nd Mag Off)</i> Master – Off Lights – Off Parking Brake – As Req Fuel – Off Hobbs / Tach Time Controls – Secure Canopy Chocks Tie Downs Pitot Cover
INTERIOR Passenger Brief Hobbs / Tach Time Circuit Breaker			CRUISE Power Trim Fuel Quantity Instruments	LANDING Flaps – 30°, 50° <i>As Req</i> Speed * 60 <i>(70)</i> G.U.M.P.F.S. GO-AROUND Power – Full Carb Heat – Off Flaps – 15° 56 <i>(65)</i> Flaps – Retract <i>(When Clear Obstacles)</i> 63 <i>(73)</i>	Close Flight Plan * Adjust Speed As Needed For Conditions Check Your POH For Notes / Cautions Plus Manufacturer For Revisions
Vx • Best Angle ⁽²⁾ (0°) – 55 <i>(63)</i> Vy • Best Rate ⁽²⁾ (0°) – 63 <i>(73)</i> Vs • Stall w/o Flaps – 43 <i>(50)</i> Vso • Stall With Flaps – 38 <i>(44)</i>	Va • Max Abrupt Ctrl <i>(1000 lbs)</i> – 76 <i>(87)</i> Va • Max Abrupt <i>(Full Gross)</i> – 86 <i>(99)</i> Vno <i>(Vb)</i> • Max Struct. Cruise – 105 <i>(121)</i>	Best Glide <i>(15° Flaps)</i> – 53 <i>(61)</i> Best Glide <i>(0° Flaps)</i> – 57 <i>(66)</i> Vne • Never Exceed – 146 <i>(168)</i>	Vfe • Flaps Extended – 70 <i>(81)</i> Max Headwind • – 24 <i>(28)</i> X Wind • Max Demo'd – 10 <i>(12)</i>		
	KNOTS (MPH)	FLAPS °	– NOTES –		
DEPARTURE			Vs speeds Are Given In CAS (Calibrated Airspeed) Vx & Vy Are Given In IAS (Indicated Airspeed)		
Best Angle ⁽²⁾ (0°)	55 (63)	0	⁽¹⁾ Hot Start: Do Not Use Choke Or Fuel Pump / Throttle – Idle, Start.		
Best Rate ⁽²⁾ (0°)	63 (73)	0	⁽²⁾ Vx <i>(15° Flaps)</i> – 53 <i>(61)</i> & Vy <i>(15° Flaps)</i> – 56 <i>(65)</i>		
CRUISE (TAS - 2000')			(Range in NM)		
Economy	77 (89)	0	4300 RPM – 3.7 GPH (659)		
Normal	88 (101)	0	4800 RPM – 4.9 GPH (567)		
Maximum	92 (106)	0	5000 RPM – 5.4 GPH (540)		
ARRIVAL					
Approach	65 (75)	15	3500 RPM (Abeam Touchdown Point)		
Short Final *	50 (58)	30-50			
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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, "Rec. Land", Wheel Pants, New Engine. () = MPH.					
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VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 EIA = 12 ~ IMPORTANT... FREQUENTLY CHECK OUR WEBSITE & MANUFACTURER FOR UPDATES ~ COMPLETE CUSTOMIZATION AVAILABLE INCLUDING SIZES & FORMATS ~ PLEASE DO NOT COPY ~					

(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / BELOW 400'

LOWER NOSE CAREFULLY TO AIRSPEED – 53 KIAS (61 MPH)
(w/15° Flaps)
FUEL SELECTOR – OFF
IGNITION – OFF
FLAPS – AS NEEDED
MASTER – OFF
TOUCHDOWN STRAIGHT AHEAD, SLIGHT MANEUVERING
TO AVOID OBSTACLES

POWER LOSS IN FLIGHT

AIRSPEED – 57 KIAS (66 MPH) (Max Gross Weight)
NOTE WIND DIRECTION & VELOCITY (Check Altitude)
PICK LANDING SITE
MASTER – ON
UNNECESSARY ELECTRICAL – OFF
FUEL SELECTOR – LEFT (Note Gauges)
CHOKE – AS NEEDED
THROTTLE – IDLE (Choke Open or Increased Idle w/Choke Closed)

If Prop Rotating:
IGNITION – BOTH

If Prop NOT Rotating:
IGNITION – START

IF ENGINE DOES NOT START:
Increase Glide Speed - 108 (124) Then IGNITION-BOTH

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE – 57 KIAS (66 MPH)
SQUAWK 7700
SEATBELTS / HARNESS
DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
FLAPS – 50° (When Field Assured)
AIRSPEED – 60 KIAS (69 MPH)
FUEL SELECTOR – OFF
MASTER & IGNITION – OFF
PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

MASTER – OFF (Ignition On)
HEATING – CLOSE (Vents Open)
EXTINGUISHER – USE AS REQUIRED (Then Aerate Cockpit)
LAND A.S.A.P. AND INVESTIGATE

ENGINE FIRE IN FLIGHT

FUEL SELECTOR – OFF
THROTTLE – FORWARD UNTIL ENGINE STOPS
HEATING & VENTS – CLOSE
IGNITION / MASTER – OFF
PERFORM FAST DESCENT (SLIP) - TRY TO EXTINGUISH FLAMES
LAND A.S.A.P. - SEE "IF NO RESTART & TIME PERMITS"
EXIT AIRCRAFT IMMEDIATELY.

ENGINE FIRE DURING START

FUEL SELECTOR – OFF
THROTTLE – FULL POWER
HOT AIR KNOB – PUSH
AFTER ENGINE STOPS
IGNITION – OFF
MASTER – OFF
EVACUATE
USE FIRE EXTINGUISHER

RECOVERY FROM UNINTENDED SPIN

THROTTLE – IDLE
AILERONS – NEUTRAL
APPLY OPPOSITE RUDDER OF SPIN DIRECTION
AFTER SPINNING STOPS – NEUTRALIZE RUDDER, PUSH
CONTROL STICK FORWARD CAREFULLY TO RECOVER TO
NORMAL FLIGHT.

**DO NOT USE AILERONS TO TRY TO STOP SPINNING.
THIS WILL NOT STOP THE SPIN!**

OTHER

CARBURETOR ICING: Often Happens While Descending and/or
Approaching. While Using Low Engine RPM. Engine Power Decreases
And Engine Temperature Increases.
CARB HEAT – ON

THROTTLE – INCREASE & DECREASE TO REMOVE ICE.

RADIO OUT: Check Circuit Breakers & VOLUME

(XPDR Code 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.: 122.000-122.675. **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.

Sportstar Plus (Rotax 912ULS, 5800 RPM Max @ T.O., 100 HP -5 Mins.)

* Empty Weight: LBS (Specific Plane Weight)
* Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Area: 55 LBS
Max. T.O. Weight: 1268 LBS (Min. Crew Wt-121 lbs)

Fuel Type: Premium Unleaded Auto or 100LL* (Blue)
Usable Fuel: 31.2 Gals (Capacity-31.7) * More Frequent Oil Changes Required
Oil Volume-Qts: 2.12 MIN - 3.16 MAX (SF, SG according to API)
Coolant Capacity: 1.6 Qts (Approx) Replenish to Max 2/3 of Expansion Tank Volume
Electrical: 12-14 VOLT
Tire Pressure (PSI): Nose-17-20 / Main-17-20 (CHENG SHIN)
(Check Placard) Nose-23-26 / Main-26-29 (SAVA)
Main-12-15 (GOODYEAR)

Pilot Is Responsible For Notes, Cautions & Warnings In AOI

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