



INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan – File Papers – A.R.O.W. Fuel – Both Control Lock Master – On Flaps – Extend Pitot Heat – Test Lights – Int. / Ext. Fuel Gauges – True Master – Off EXTERIOR SUMMARY <i>After Thorough Geographical Check</i> Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil / Belt Prop / Air Intake Exhaust System Stall Indicator – Test Surfaces & Controls Pitot & Static Ports Gear / Tires / Brakes Antennas Ties/Chocks/Towbar Baggage Door Final Walk Around INTERIOR Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static	Seat Track/Back-Lock Avionics – Off Carb Heat – Off Mixture – Full Rich Throttle – Slight Prime Brakes Prop – Clear Master – On Landing Light – On NAV Lights – On Mags – Start Oil Pressure Lights – As Req. Mixture – As Req. PRE-TAXI / TAXI Seat Belts / Harness Flaps – Up Heat / Vent / Defrost Avionics – On ATIS / AWOS Altimeter XPDR – Alt + Sqwk ADS-B – On Radio – Test Taxi Light – As Req. Brakes – Test Attitude Indic. – Test Turn Coord. – Test H.I. To Compass – Test	Brakes Fuel – Both Trim – Takeoff Flight Controls/AP Instruments Mixture – Best Power Primer – In & Lock 1700 RPM Mags – Test <i>R-L-Both</i> Carb Heat – Test Vacuum Amps / Volts Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction PRE-TAKEOFF Flaps – 0°-10° Mixture – Best Power Carb Heat – Off <i>Or As Req.</i> XPDR – Alt + Sqwk Heading Bug Doors / Windows Landing Light – On Time – Note Brakes – Release <i>ABORT PLAN - READY!</i>	Full Throttle 2300 RPM <i>Minimum</i> Oil Pressure Rotate – *55 (63) Vy – 74 (86) Flaps – Up CLIMB 74-85 (89-98) Power Mixture Instruments Taxi / Land Light – Off Flight Plan – Open CRUISE Power Mixture Instruments	Mixture – Richen Fuel – Both Carb Heat – As Req. ATIS / AWOS Altimeter Instruments PRE-LANDING Brakes – Pedal Test Landing Light – On Seat Belt / Harness Mixture – Best Power Carb Heat – On Fuel – Both Flaps – As Req. LANDING Flaps – 30° <i>Or As Req.</i> *60-70 (69-81) G.U.M.P.F.S. GO-AROUND Power – Full Carb Heat – Off Positive Rate Climb Flaps – Retract Slowly	Flaps – Up Carb Heat – Off Landing Light – On Pitot Heat – Off Mixture – As Req. Trim – Takeoff XPDR – Alt + Sqwk SECURING ELT – Verify Silent Avionics – Off Mixture – Full Lean Mags – Off Master – Off Fuel – Left or Right Lights – Off Hobbs / Tach Time Secure Yoke / Brakes Chocks Tie Downs Pitot Cover Baggage Door Cabin Doors Close Flight Plan * Adjust Speed As Needed For Conditions. Check Your POH For Notes / Cautions Plus Manufacturer For Revisions.

X Wind • Max Demo'd – 15 (17)	Vs ₀ • Stall With Flaps – 41 (47)	Best Glide (Full Gross) – 68 (78)	Vno • Max Struct. Cruise – 158 (182)
Vr • Rotation – 55 (63)	Vs • Stall w/o Flaps – 47 (54)	Va • Max Abrupt Ctrl (1750 lbs) – 85 (98)	Vfe • Flaps Extended – 86 (100)
Vx • Best Angle Climb – 62 (71)	Best Glide (1750 lbs) – 56 (64)	Va • Max Abrupt Ctrl (2150 lbs) – 94 (109)	Vne • Never Exceed – 158 (182)
Vy • Best Rate Climb – 73 (84)	Best Glide (2150 lbs) – 62 (71)	Va • Max Abrupt (Full Gross) – 97 (112)	

	KNOTS (MPH)	FLAPS °	NOTES
DEPARTURE			
Rotation *	55 (63)	0	172M SPEEDS MAY VARY SLIGHTLY, DEPENDING ON YEAR. <i>Short Field</i> or <i>Soft Field</i> With Obstacle: 0° Flaps. Climb 57 (66) Until Clear. <i>Short Field</i> or <i>Soft Field</i> w/o Obstacle: 10° Flaps.
Best Angle Climb	62 (71)	0	
Best Rate Climb	73 (84)	0	
CRUISE <small>TAS-8,000'</small>			
Economy	100 (115)	0	2300 RPM – 7.0 GPH – 50%
Normal	111 (128)	0	2500 RPM – 8.4 GPH – 62%
Maximum	122 (140)	0	2700 RPM – 10.1 GPH – 76%
ARRIVAL			
Approach	65-74 (75-86)	10-20	1700 RPM (Initially)
Short Final *	60-70 (69-81)	30	Idle-1200 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 Engines. () = MPH

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