

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
<p>Wx / Wt / Bal / Perf Flight Plan – File Papers – A.R.O.W. Fuel – Fullest Tank BATT 2 Master – On Essential Bus-23-25v Flap Pos. Light-Out BATT 1 Master – On Avionics Fan – Audible Flaps – 100% Oil Light – On Pitot Heat – Test Stall Indicator – Test Lights – Int. / Ext. Fuel Gauges – True BATT 1 &amp; 2 Master-Off Oil Light – Off Emerg. Hammer CAPS Handle - Pin Out</p> <p><b>EXTERIOR SUMMARY</b> <i>After Thorough Geographical Check</i></p> <p>Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil/ Belts Prop / Air Intake Exhaust System Surfaces &amp; Controls Pitot &amp; Static Ports Gear / Tires / Brakes Antennas Ties/Chocks/Towbar Baggage Door Final Walk Around</p> <p><b>INTERIOR</b></p> <p>Passenger Brief Hobbs / Tach Time Alternate Static Circuit Breakers</p>	<p>Seat Track/Back- Lock Avionics / AP – Off Prop – Clear Brakes BATT Master – On Beacon – On Mixture – Rich Throttle – Forward Fuel Pump – Prime (2-10 Secs. Then <b>BOOST</b>) Throttle – 1/4" Ignition – Start Oil Pressure ALT Master – On Throttle-1000 RPM Lights – As Req. Mixture – As Req.</p> <p><b>PRE-TAXI / TAXI</b></p> <p>Seat Belts / Harness Heat / Vent / Defrost Flaps – Up Avionics – On ATIS / AWOS Altimeter XPDR – Alt + Sqwk ADS-B – On Radio – Test Brakes – Test Attitude Indic. – Test Turn Coord. – Test H.I. To Compass – Test</p>	<p>Brakes Fuel – Fullest Tank Trim – Takeoff Flight Controls Instruments Annunc. Panel Mixture – Best Power Doors – Latched Prop (Detent-Rise To Approx. 2000 RPM) 1700 RPM Ignition Test <b>R-L-Both</b> Alternators - Check (Verify ALT FAIL Lts. Out) Amps / Volts (23-25) Oil Press / Temp Oxygen CAPS Handle - Pin Out Idle – Check Closed Friction Lock Navs / GPS Flight Plan - Entered Radios – Set Altitude Bug Heading Bug HSI / Altimeter XPDR – Alt + Sqwk</p> <p><b>PRE-TAKEOFF</b></p> <p>Flaps – 0-50% Mixture – Best Power Boost Pump – On Pitot Heat – As Req. Doors – Latched Landing Light – On Strobe Lights – On Time – Note Brakes – Release <i>Abort Plan - Ready!</i></p>	<p>Power – Full 2700 RPM Oil Pressure Rotate – * <b>65-70</b> (75-80) Flaps Up – <b>85</b> (98) Vy – <b>96</b> (110)</p> <p><b>CLIMB</b></p> <p><b>105</b> (121) Power – Set Climb Mixture – Full Rich Fuel Pump – Off (Fuel Boost - On for Vapor suppression and &gt;6k if hot or warm fuel) Instruments Landing Light – Off Flight Plan – Open</p> <p><b>CRUISE</b></p> <p>Power Mixture Fuel Pump – Off Instruments Fuel – Proper Tank (Boost Pump On To Switch)</p>	<p>Power Mixture (Automatic) Fuel – Fullest Tank ATIS / AWOS Altimeter Instruments</p> <p><b>PRE-LANDING</b></p> <p>Brakes – Pedal Test Landing Light – On Autopilot – Off Seat Belts / Harness Mixture (Automatic) Fuel Pump – Boost Fuel – Fullest Tank Flaps – As Req.</p> <p><b>LANDING</b></p> <p>Flaps – Full Or As Req. <b>* 75</b> (86)</p> <p><b>G.U.M.P.F.S.</b></p> <p><b>GO-AROUND</b></p> <p>Power – Full Flaps – 50° <b>81-83</b> (93-95) Clear Obstacles Flaps – Up</p>	<p>Flaps – Up Fuel Pump – Off Oxygen – Off Strobe Lights – Off Land Light – As Req. Pitot Heat – Off Mixture – As Req. Trim – Takeoff XPDR – Alt + Sqwk</p> <p><b>SECURING</b></p> <p>Ignition – Cycle Avionics – Off Mixture – Full Lean Ignition – Off Hobbs / Tach Time BATT/ALT Master-Off Lights – Off ELT – Transmit Lt Out Secure Yoke Chocks Tie Downs Pitot Cover Baggage Door Cabin Doors</p> <p><b>Close Flight Plan</b></p>

Vr • Rotation – <b>67-70</b> (75-80)	Vs0 • Stall -100% Flaps – <b>56</b> (64)	Vo • Max Full Ctrl (2500 lbs) – <b>120</b> (138)	Vfe • 50% Flaps – <b>120</b> (138)
Vx • Best Angle Climb – <b>81</b> (93)	Vs • Stall w/o Flaps – <b>65</b> (75)	Vo • Max Full Ctrl (Full Gross) – <b>131</b> (151)	Vfe • 100% Flaps – <b>100</b> (115)
Vy • Best Rate Climb – <b>96</b> (110)	Best Glide (2500 lbs) – <b>87</b> (100)	Vno • Max Structural Cruise – <b>165</b> (190)	Vpd • M.D.P.D.S. – <b>135</b> (155)
	Best Glide (Full Gross) – <b>96</b> (110)	Vne • Never Exceed – <b>200</b> (230)	X Wind • Max Demo'd – <b>21</b> (24)

	KNOTS (MPH)	FLAPS %	– NOTES –
<b>DEPARTURE</b>			
Rotation *	<b>65-70</b> (75-80)	50	<b>Short Field:</b> 50% Flaps. Rotate * <b>65</b> (75) Then <b>75</b> (86) Until Clear. <i>Review Information On CAPS Activation &amp; Deployment In Section 10 Of Handbook Before Operating The Airplane. Serials 1337 &amp; On w/ PFD &amp; STBY Air.I., Att.I. and Altmt. (See POH Supplements)</i>
Best Angle Climb	<b>81</b> (93)	0	
Best Rate Climb	<b>96</b> (110)	0	
<b>CRUISE</b> (TAS-8,000')			
Economy	<b>141</b> (162)	0	18.9" MP – 2500 RPM – 9.5 GPH – 55%
Normal	<b>151</b> (174)	0	22.2" MP – 2500 RPM – 10.5 GPH – 65%
Maximum	<b>160</b> (184)	0	22.2" MP – 2700 RPM – 11.6 GPH – 75%
<b>ARRIVAL</b>			
Approach	<b>90</b> (104)	50	<b>Short Field Landing</b> <b>75</b> (86) For Max Braking, Retract Flaps, Hold Yoke Back
Short Final *	<b>75</b> (86)	100	

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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.

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VERTICAL SCALE = NAUTICAL MILES PER INCH. WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 ELA = 12  
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(IF UNABLE TO ABORT TAKEOFF)

### POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

#### MAINTAIN AIRCRAFT CONTROL!

- BEST GLIDE - 96 KIAS (110 MPH) (Full Gross Weight)
- FUEL SELECTOR - OFF
- MIXTURE - FULL LEAN / IDLE CUTOFF
- FLAPS - DOWN LANDING SPEED - 75 KIAS (86 MPH)
- MASTER & IGNITION - OFF (UNLATCH DOORS & PROTECT BODY)

### POWER LOSS IN FLIGHT

- BEST GLIDE - 96 KIAS (110 MPH) (Full Gross Weight)
- NOTE WIND DIRECTION & VELOCITY
- PICK LANDING SITE
- BAT MASTERS - ON
- THROTTLE - 1/2"
- MIXTURE - RICH
- FUEL SELECTOR - SWITCH TANKS
- IGNITION SWITCH - BOTH
- FUEL PUMP - BOOST
- ALTERNATE AIR - ON
- ALT/ MASTERS - OFF
- ENGAGE STARTER
- INCREASE POWER - SLOWLY
- ALT MASTERS - ON

### IF NO RESTART & TIME PERMITS

- MAINTAIN BEST GLIDE
- POWER LEVER - IDLE (Full Aft)
- SQUAWK 7700
- DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
- ELT - ON
- MIXTURE - FULL LEAN / IDLE CUTOFF (Boost Pump - Off)
- FUEL SELECTOR - OFF
- SEATBELTS / HARNESS
- FLAPS - AS NEEDED (Full Flaps When Field Assured)
- AIRSPPEED - 50% FLAPS - 80 KIAS 100% FLAPS - 75 KIAS
- MASTER SWITCHES & IGNITION - OFF

**EMERGENCY LANDING**

- Flaps 0% - 85 KIAS
- Flaps 50% - 80 KIAS
- Flaps 100% - 75 KIAS

### ELECTRICAL FIRE IN FLIGHT

- ALL ELECTRICAL DEVICES + MASTERS - OFF (Ignition - On)
- CABIN HEAT & AIR VENTS - OFF / CLOSED (Extinguish As Req)
- IF FIRE OUT MASTERS 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

- POWER LEVER - IDLE
- MIXTURE - FULL LEAN / IDLE CUTOFF
- FUEL SELECTOR - OFF
- IGNITION - OFF
- CABIN HEAT - OFF (Vents - Open)
- INCREASE AIRSPPEED 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 PUMP - OFF
- FUEL SELECTOR - OFF
- THROTTLE - FULL OPEN / CRANK STARTER
- BATT/ALT MASTER & IGNITION - OFF
- EVACUATE / FIRE EXTINGUISHER

### ICING

- PITOT HEAT - ON
- ALTERNATE AIR - ON
- CABIN HEAT & DEFROST - MAXIMUM
- STRONGLY CONSIDER 180° TURN
- ATTAIN HIGHER OR LOWER ALTITUDE
- INCREASE ENGINE & PROP SPEED
- FLAPS - NOT RECOMMENDED FOR LANDING
- LAND FASTER AS NEEDED

### CAPS DEPLOYMENT

MAX DEPLOYMENT SPEED: 133 KIAS (153 MPH)

- Mixture - Cutoff
- Activation Handle Cover - Remove To Expose T-handle
- Activation Handle - PULL STRAIGHT DOWN (Firm, Steady Force)  
After Deployment:
- Mixture - Check Cutoff (Fuel Pump - Off)
- Fuel Selector - Off
- BATT/ALT Masters - Off
- Ignition - Off
- ELT - ON
- Seat Belts / Harnesses - Tighten
- Loose Items - Secure

**RADIO OUT:** Check C.Breakers & VOLUME. Recycle Alt 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  
Cirrus SR20, SN 1268 On (Continental IO-360-ES, 200 HP @ 2700 RPM)

- \* Empty Weight:  LBS (Specific Plane Weight)
- \* Max. Useful Load:  LBS (Including Fuel @ 6 lbs/gal)
- Max. Baggage Area: 130 LBS (Included In Useful Load)
- Max. T.O. Weight: 3000 LBS Landing Wt: 2900 LBS

- Fuel Type: 100LL (Blue) / 100 (Green)
- Usable Fuel: 56 Gallons
- Oil Capacity: 8 Quarts (Minimum 6)
- Electrical: 24-28 VOLT / 75 AMP
- Tire Pressure: Nose - 40-42 PSI / Main - 53-55 PSI

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