

INITIAL

Weather & Den. Alt.
Weight & Balance
Performance Req.
Flight Plan - File
Papers - ARROW
Control Lock
Gear Lever - Down
Master - On
Gear Horn - Test
Gear Light - Green
Flaps - Extend
Pitot Heat - Test
Stall Indicator - Test
Oxygen Supply
Nav/Beacon/Strobe
Taxi/Landing Light
Fuel Gauges - True
Master - Off

EXTERIOR

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
Baggage Door
Final Walk Around

INTERIOR

Hobbs Time
Fuel - Proper Tank
Circuit Breakers
Alternate Static
Brakes - Pedal Test
Passenger Brief

START

Seat Track/Back - Lock
Avionics - Off
Autopilot - Off
Air Cond. - Off
Cowl Flaps - Open
Mixture - Rich
Prop - High RPM
Brakes
Master - On
Aux Pump - On
Throttle - 50-60 LBS
Throttle - Retard
Aux Pump - Off
Prop - Clear
Mags - Start
Oil Pressure
Beacon - On
Low Voltage Light
Flaps - Up
Avionics - On
Nav Lights - As Req.
Frequencies
ATIS / AWOS
Altimeter

TAXI

Seat Belts / Harness
Heat / Vent / Defrost
Transpond - STBY
Taxi Light - As Req.
Radio - Test
Brakes - Test
Attitude Indic. - Test
Turn Coord. - Test
DG/Compass - Test

RUN-UP

Brakes - Set
Fuel - Proper Tank
Trim - Takeoff
Flight Controls
Instruments
Mixture - Best Power
Primer - Locked

1700 RPM
Mags (R&L) - Test
Prop - Cycle
Vacuum
Amps / Volts
Oil Pressure
Oil Temperature
Idle - Check Closed
Throttle Friction

PRE-TAKEOFF

Flaps - 10°
Prop - High RPM
Mixture - Best Power
Air Cond. - Off
DG To Compass
Doors / Windows
Pitot Heat - As Req.
Deice Equip. - As Req.
Transp - Alt + Sqwk
Landing Light - On
Strobes - On
Time
Brakes - Release

Abort Plan - Ready!

TAKEOFF

Full Throttle
2850 RPM (Max-5 Min)
Oil Pressure
Rotate * 60 (69)
Initial * 80 (92)
Vy - 89 (102)
Gear - Up
Flaps - Up

CLIMB

100-110 (121-138)
Throttle - 25" MP
Prop - 2550 RPM
Mixture - 108 LBS
Aux Pump - As Req.
Cowl Flaps - As Req.
Instruments
Taxi/Land Light - Off
Flight Plan - Open

CRUISE

Throttle
Prop
Mixture
Cowl Flaps
Instruments
DG To Compass
Fuel - Proper Tank
Aux Pump - As Req.

DESCENT

Throttle - MP As Req.
Aux Pump - Off
Mixture - Richen
Fuel - Proper Tank
Cowl Flaps - Close
Altimeter
Instruments
DG To Compass

PRE-LANDING

Landing Light - On
Autopilot - Off
Air Cond. - Off
Seat Belts / Harness
Aux Pump - Off
Mixture - Best Power
Fuel - Proper Tank
Gear - Down
Flaps - As Req.

LANDING

Gear - Down
Flaps - 30° Or As Req.
Prop - High RPM
Speed * 70 (81)

G U M P F S

GO AROUND
Power - Full
Flaps - 20°
Positive Rate Climb
Gear & Flaps - Up
Cowl Flaps - Open

CLEAR ACTIVE

Flaps - Up
Cowl Flaps - Open
Strobes - Off
Landing Light - Off
Taxi Light - As Req.
Pitot Heat - Off
Deice Equipment
Trim - Takeoff
Transpond - STBY

SECURING

Avionics - Off
Air Cond. - Off
Mixture - Full Lean
Mags - Off
Master - Off
Lights - Off
Cowl Flaps - Close
Hobbs Time
Control Lock
Chocks
Tie Downs
Pitot Cover
Baggage Door
Cabin Doors

Close Flight Plan

* Adjust Speed
As Needed For
Conditions

XWind • Max Demo'd - 21 (24)	Vs ₀ • Stall with flaps - 57 (66)	Va • Max Abrupt Ctrl (2700 lbs) - 105 (121)	Vfe • 10° Flaps - 160 (184)
Vr • Rotation Speed - 60 (69)	Vs • Stall w/o flaps - 69 (79)	Va • Max Abrupt (Full Gross) - 125 (144)	Vfe • Full Flaps - 115 (132)
Vx • Best Angle Climb - 79 (91)	Best Glide (2700 lbs) - 72 (83)	Vno • Max Structural Cruise - 165 (190)	Vlo • Max Gear Operate - 165 (190)
Vy • Best Rate Climb - 96 (110)	Best Glide (Full Gross) - 85 (98)	Vne • Never Exceed - 200 (230)	Vle • Max Gear Extended - 200 (230)

	KNOTS (MPH)	FLAPS °	NOTES
DEPARTURE			
Rotation *	60 (69)	0-10	Short Field and Soft Field: 10° Flaps, Gear Down.
Best Angle Climb	79 (91)	0	If Obstacle Climb 69 KIAS (79)
Best Rate Climb	96 (110)	0	
CRUISE (TAS - 8,000')			
Economy	155 (178)	0	20" MP - 2400 RPM - 73 PPH - 57%
Normal	164 (189)	0	21" MP - 2500 RPM - 82 PPH - 65%
Maximum	171 (197)	0	22" MP - 2550 RPM - 90 PPH - 71%
ARRIVAL			
Approach *	80 (92)	10-20	17" MP (Initially)
Short Final *	70 (81)	30	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", New Engine. () = MPH.
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VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPPI = 15 EIA = 12

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POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
BEST GLIDE – **85 KIAS** (98 MPH) (Full Gross Weight)
FUEL SELECTOR – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
FLAPS – DOWN
GEAR – AS REQUIRED
MASTER & MAGS – OFF

POWER LOSS IN FLIGHT

BEST GLIDE – **85 KIAS** (98 MPH) (Full Gross Weight)
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE & INITIATE APPROACH
FUEL SELECTOR VALVE– CHECK / SWITCH (Note Gauges)
AUX FUEL PUMP–ON (Off After Fuel Flow in Green Arc)
MIXTURE – LEAN UNTIL RESTART / ADJUST
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)
FUEL SELECTOR VALVE – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
SEATBELTS / HARNESS
FLAPS – AS NEEDED (Full Flaps When Field Assured)
GEAR DOWN (Up If Very Rough or Soft Terrain)
MASTER & MAGS – OFF
UNLATCH DOORS – **80 KIAS** (92 MPH) w/ Full Flaps
PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

MASTER – OFF (Leave Mags On)
ALL ELECTRICAL DEVICES – OFF
CLOSE VENTS, CABIN HEAT, & AIR (Fire Extinguisher)
IF FIRE OUT TRY MASTER ON ONLY (Vents – Open)
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME

ENGINE FIRE IN FLIGHT

MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR VALVE – OFF
MASTER – OFF
CABIN HEAT & AIR – OFF (Except Overhead Vents)
INCREASE SPEED AS NEEDED TO EXTINGUISH – **120 KIAS** (138)

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
LAND FASTER – 0°-10° Flaps **95-105** (109-121 MPH)
20° Flaps **85-95** (98-109 MPH)

MANUAL GEAR EXTENSION

AIRSPEED – **100 KIAS** (115 MPH)
LANDING GEAR LEVER – DOWN
GEAR & PUMP CIRCUIT BREAKERS – IN / CHECK LIGHTS
EMERGENCY HAND PUMP – EXTEND HANDLE
PUMP PERPENDICULAR – APPROX. 35 CYCLES

OTHER

MULTICOM: 122.9 (CTAF) 122.75, 122.85 (Air To Air)
FLIGHT WATCH: 122.0
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.)

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
Cessna 210 N (Continental: 10-520-L, 300 HP)

* Empty Weight: LBS (Specific Plane Weight)
* Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Area: 200 LBS (On & Aft Wheel Well)
120 LBS (STATION 89 - 110)
Max. T.O. Weight: 3800 LBS

Fuel Type: 100 LL (Blue) / 100 (Green)
Usable Fuel: 89 Gallons
Oil Capacity: 11 Quarts (Minimum 7)
Electrical: 24-28 VOLT / 60 or 95 AMP
Tire Pressure: Nose - 50 PSI (10 PLY) / Main - 55 PSI