

INITIAL

Weather & Den. Alt.
 Weight & Balance
 Structure Temp < 131°
 Flight Plan - File
 Papers - A.R.O.W.
 Extinguisher/Hammer
 Control Lock
 Master - On
 Lights - Int./Ext.
 Fuel Gauges - True
 Master - Off

START

Canopy - Locked
 Avionics - Off
 Beacon - On
 Mixture - Full Rich
 Brakes
 Prop - Clear
 Master - On
 Fuel Pump - On
 Fuel Prime - On
⁽¹⁾Throttle - Full/Prime
 (Min. 3 Secs. Before Start)
 Throttle - Idle / Slight
 Ignition - Start
 Warning Light - On
 Oil Pressure
 Fuel Prime - Off
 Warning Light - Off
 Throttle - 800-1000 RPM
 Fuel Pump - On
 Lights - As Req.
 Mixture - As Req.

RUN-UP

Brakes - Set
 Trim - Neutral
 Flight Controls
 Alter. Air-Test/Close
 Instruments
 Warning Lts - Test
 Mixture - Best Power

1700 RPM
 Mags (R&L) - Test
 RPM Drop: 25-150 RPM
 Max Difference: 50 RPM
 Vacuum
 Alternator Load
 Fuel Pressure
 Oil Pressure
 Oil Temperature
 Ignition - Both
 Idle - Check Closed
 Throttle Friction

TAKEOFF

Full Throttle
 2000 RPM (Min)
 Oil Pressure
 Rotate * 44 (51)
 Initial -
 58 (67)
 Flaps - Cruise

DESCENT

Throttle - As Req.
 Mixture - Richen
 Fuel Pump - On
 ATIS / AWOS
 Altimeter - Set
 Instruments
 H.I. To Compass

AFTER LANDING

Flaps - Cruise
 Strobes - Off
 Land Light - Off
 Taxi Light - As Req.
 Trim - Neutral
 Transpond - STBY

EXTERIOR SUMMARY
After Geographical Check

Fuel Quantity
 Fuel Quality
 Caps/Drains/Vents
 Engine / Oil
 Prop & Spinner
 Air Intakes
 Exhaust System
 Canopy
 Stall Indicator - Test
 Surfaces & Controls
 Inspection Panels
 Pitot & Static Ports
 Gear / Tires / Brakes
 Antennas
 Ties / Chocks
 Final Walk Around

INTERIOR

Passenger Brief
 Hobbs / Tach Time
 Pedals - Adjust
 Fuel Valve - Open
 Circuit Breakers
 ELT - Arm (EBC 502)
 Baggage - Secure
 Brakes - Pedal Test

PRE-TAXI / TAXI

Seat Belts / Harness
 Flaps - Test / Up
 Heat / Vent / Defrost
 Avionics - On / Set
 Transpond - STBY
 ATIS / AWOS
 Altimeter - Set
 Radio - Test
 Taxi Light - As Req.
 Brakes - Test
 Attitude Indic. - Test
 Turn Coord. - Test
 H.I./Compass-Test

PRE-TAKEOFF

Flaps - Takeoff
 Fuel Pump - On
 Canopy - Locked
 H.I. To Compass
 Transp - Alt + Sqwk
 Strobes - On
 Time - Note
 Brakes - Release
 Landing Light - On

About Plan - Ready!

CLIMB

Vy - 75 (86)
 Flaps - Cruise
 (400' AGL)
 Trim - Adjust
 Instruments
 Landing Light - Off
 Flight Plan - Open

PRE-LANDING

Seat Belts / Harness
 Landing Light - On
 Mixture - Best Power
 Fuel Pump - On
 Flaps - Takeoff

SECURING

ELT - Verify Silent
 Avionics - Off
 1700 RPM
 Mags (R&L) - Test
 Throttle - Idle
 Fuel Pump - Off
 Mixture - Full Lean
 Ignition - Off
 Master - Off
 Lights - Off
 Hobbs / Tach Time
 Control Lock
 Chocks
 Tie Downs
 Canopy

LANDING

Flaps - Landing
 Speed * 52 (60)

G. U. M. P. F. S.

CRUISE

Fuel Pump - Off
 Throttle
 Mixture - As Req.
 Flaps - Cruise
 Instruments
 H.I. To Compass

Close Flight Plan

GO AROUND

Throttle - Full
 Mixture - Rich
 Flaps - Takeoff
 Airspeed - 58 (67)

* Adjust Speed
 As Needed For
 Conditions

Vr • Rotation Speed - 44 (51) Vs₀ • Stall w/Landing flaps - 35 (40)
 Vx • Best Angle Climb - ⁽¹⁾60 (69) Vs • Stall w/Cruise flaps - 43 (49)
 Vy • Best Rate Climb - ⁽²⁾75 (86) Best Glide (Flaps TO, 1400 lbs) - 66 (76)
 Best Glide (Flaps TO, Full Gross) - 73 (84)

Va • Max Abrupt (1400 lbs) - 96 (110) Vfe • Flaps Extended - 78 (90)
 Va • Max Abrupt (Full Gross) - 106 (122) X Wind • Max Demo'd - 15 (17)
 Vno • Max Structural Cruise - 118 (135)
 Vne • Never Exceed - 164 (189)

	KNOTS (MPH)	FLAPS °	- NOTES -	
DEPARTURE			⁽¹⁾ Vx Refers To Cruise Flap Setting Sensenich Prop, [Hoffman Prop, 66 (76)] Vx w/ 1/2 Flap Setting Sensenich Prop: 57 (66)	
Rotation *	44 (51)	Takeoff	⁽²⁾ Vy Refers To Cruise Flap Setting	
Best Angle Climb	⁽¹⁾ 60 (69)	Cruise	⁽³⁾ Warm Start : Same Except 1-3 Sec. For Prime, Throttle Open Slightly More.	
Best Rate Climb	⁽²⁾ 75 (86)	Cruise	Short Field w/Obstacle: 70 Flaps, Lift Off * 52 (60), Climb 58 (67) Until Clear	
CRUISE (745-6,000')				
Economy	113 (130)	Cruise	2500 RPM - 5.9 GPH (22.3 L/h) - 56 %	
Normal	122 (140)	Cruise	2700 RPM - 6.5 GPH (24.6 L/h) - 67 %	
Maximum	126 (145)	Cruise	2800 RPM - 7.3 GPH (27.6 L/h) - 73 %	
ARRIVAL				
Approach	70 (81)	Takeoff	1500 RPM (Initially)	
Short Final *	52 (60)	Landing	Idle-1200 RPM	

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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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POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
FLAPS IN TAKEOFF POSITION - 60 KIAS (69 MPH)
FUEL SHUTOFF VALVE - CLOSED
FLAPS - FULL OR AS REQUIRED
MASTER SWITCH & IGNITION - OFF

POWER LOSS IN FLIGHT

BEST GLIDE-73 KIAS (84 MPH) (Flaps - Cruise, Max Gross Wt)
ALTERNATE AIR - OPEN
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
FUEL SHUTOFF VALVE - OPEN
FUEL PUMP - ON (Mixture - Rich)
IGNITION - CHECK ALL
MASTER - ON (Do Not Engage Starter If Prop Turning)
LOSS OF OIL PRESSURE - LAND ASAP

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
SQUAWK 7700
DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
SEATBELTS / HARNESS
MIXTURE - FULL LEAN / IDLE CUTOFF
FUEL SHUTOFF VALVE - CLOSED
FLAPS - AS NEEDED (Full Flaps When Field Assured)
MASTER & IGNITION - OFF
PROTECT BODY
LAND SLIGHTLY TAIL LOW 53 KIAS (61 MPH) [Ldg. Flaps]

IN FLIGHT ELECTRICAL FIRE

ALL ELECTRICAL DEVICES + MASTER - OFF (Ignition On)
CABIN AIR - OPEN
IF FIRE OUT, BATTERY ON ONLY IF CRITICAL
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL

IN FLIGHT ENGINE FIRE

FUEL SHUTOFF VALVE - CLOSED
CABIN HEAT - CLOSED (Initial Airspeed - Best Glide)
FUEL PUMP - OFF
MIXTURE - IDLE CUTOFF
MASTER & IGNITION - OFF
INCREASE AIRSPEED TO EXTINGUISH - LAND ASAP
EMERGENCY LAND / NO POWER - 53 KIAS (61 MPH) [Ldg. Flaps]

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE (Cabin Heat - Closed)
IF START - RUN A FEW SECONDS - SHUTDOWN - INSPECT
IF NO START - FUEL SHUTOFF VALVE - CLOSED
THROTTLE FULL OPEN / CRANK ENGINE A FEW SECONDS
MASTER & IGNITION - OFF
EVACUATE / FIRE EXTINGUISHER

ICING

ALTERNATE AIR - ON
CABIN HEAT & DEFROST - ON
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE RPM SPEED (Helps Avoid Icing Of Prop)
LAND FASTER AS REQUIRED

OTHER

TOTAL ELECTRICAL FAILURE: Reset Battery C.B., If Tripped. Verify Master Switch On. Turn Off If Power Not Restored. Land ASAP.

GENERATOR FAILURE: Cycle Master Switch Once Only. If Generator CB Tripped, Reset. If Generator CONTROL CB Tripped, Reset. If Generator Can Not Be Brought On Line: Reduce Electrical Load To Essentials Only, Monitor Ammeter & Voltmeter & Land ASAP (Battery Only)

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.)

UNICOM: 122.7 - 122.8 - 122.95 - 123.0 - 123.05
MULTICOM: 122.9 (CTAF), 122.75, 122.85 (Air To Air)
FLIGHT WATCH: 122.0

TOWER SIGNALS	ON GROUND	IN FLIGHT
	Cleared For Takeoff	Cleared To Land
Steady Green	Cleared To Taxi	Return For Landing
Flashing Green	Stop	Yield & Continue Circling
Steady Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing Red	Return To Starting Point	N/A
Flashing White	Use Extreme Caution	Use Extreme Caution
Alternating Red & Green		

* Every Plane Has A Different Empty Weight And Useful Load
Katana DA20 C1 (Continental IO-240-B / 125 HP)

* Empty Weight: LBS (Specific Plane Weight)
* Max. Useful Load: LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Areas: 44 LBS (Included in Useful Load)
Max. T.O. Weight: 1720 LBS US REGISTERED: 1764 LBS

Fuel Type: 100 / 100LL (Blue)
Usable Fuel: 21.3 Gals./80.5 L (S/N C0001-13)
24.0 Gals./81 L (S/N 14 & On w/ SB DA C1-28-01)
Oil Capacity: 6 Quarts (Minimum 4)
Electrical: 12-14 VOLT / 30 AMP
Tire Pressure: Nose - 26 PSI / Main - 33 PSI