

Piper

PA-22-150 / 160

CheckMate®

Tri-Pacer

INITIAL

Weather & Den. Alt.
Weight & Balance
Performance Req.
Flight Plan – File
Papers – A.R.O.W
Flaps – Extend
Master – On
Lights – Int. / Ext.
Fuel Gauges – True
Master – Off

EXTERIOR SUMMARY

After Thorough Geographical Check

Fuel Quantity
Fuel Quality
Caps / Drains / Vents
Engine / Oil / Belt
Prop / Air Intake
Exhaust System
Surfaces & Controls
Pitot Static Ports
Gear / Tires / Brakes
Antennas
Tail Brace Wires
Ties / Chocks / Towbar
Baggage Door
Final Walk Around

INTERIOR

Flaps – Up
Passenger Load / Brief
Hobbs / Tach Time
Fuel – Proper Tank
Circuit Breakers
ELT – Armed

START

Seat Track / Back – Lock
Avionics – Off
Carb Heat – Off
Prime < 40° 3-5 Strokes
Mixture – Full Rich
Throttle – Slight
Brakes
Prop – Clear
Master – On
Beacon – On
Mags – Left / Both
If > 40° & No Prime

Starter – Engage
Oil Pressure
Lights – As Req.
Mixture – As Req.

PRE-TAXI / TAXI

Seat Belts / Harness
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

RUN-UP

Brakes
Fuel – Proper Tank
Trim – Takeoff
Flight Controls
Instruments
Mixture – Best Power
Primer – Locked
2000 RPM
Mags – Test R-L-Both
Carb Heat – Test
Gyro Instruments
Amps / Volts
Oil Pressure
Oil Temperature
Idle – Check Closed
Friction Lock

PRE-TAKEOFF

Flaps – As Req.
Mixture – Best Power
Carb Heat – Off Or As Req
XPDR – Alt + Sqwk
Heading Bug
Doors / Windows
Landing Light – On
Strobes – On
Time – Note
Brakes – Release

ABORT PLAN – READY!

TAKEOFF

Full Throttle
2700 RPM *Max*
Oil Pressure
Rotate – * 48 (55)
Vy – 73 (84)
Flaps – Up

CLIMB

87 (100)
Power
Mixture
Instruments
Taxi / Land Light – Off
Flight Plan – Open

CRUISE

Power
Mixture
Instruments
Fuel – Proper Tank

DESCENT

Mixture – Richen
Carb Heat – As Req.
Fuel – Proper Tank
ATIS / AWOS
Altimeter
Instruments

PRE-LANDING

Brakes – Pedal Test
Landing Light – On
Seat Belts / Harness
Mixture – Best Power
Fuel – Proper Tank
Flaps – As Req.

LANDING

Flaps – Full Or As Req
* 65 (75)

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

GO-AROUND

Power – Full
Carb Heat – Off
Positive Rate Climb
Flaps – Retract Slowly

AFTER LANDING

Flaps – Up
Strobes – Off
Landing Light – Off
Taxi Light – As Req.
Mixture – As Req.
Trim – Takeoff
XPDR – Alt + Sqwk

SECURING

ELT – Verify Silent
Avionics – Off
Mixture – Full Lean
Mags – Off
Master – Off
Lights – Off
Hobbs / Tach Time
Secure Yoke
Chocks
Tie Downs
Pitot Cover
Cabin Door

Close Flight Plan

* Adjust Speed
As Needed For
Conditions.

Check Your POH
For Notes / Cautions
Plus Manufacturer
For Revisions.

Vr • Rotation – 48 (55) Vs0 • Stall With Flaps – 43 (49) Va • Max Abrupt (1700 lbs) – 90 (103) Vfe • Flaps Extended – 83 (95)
Vx • Best Angle Climb – 61 (70) Vs • Stall w/o Flaps – 46 (53) Va • Max Abrupt (Full Gross) – 97 (112) Vno • Max Struc. Cruise – 117 (135)
Vy • Best Rate Climb – 73 (84) Vne • Never Exceed – 148 (170)

	KNOTS (MPH)	FLAPS °	NOTES
DEPARTURE			
Rotation *	48 (55)	0	THE APPLICATION OF FULL FLAPS AS TAKE-OFF SPEED IS APPROACHED, WILL REDUCE THE TAKE-OFF RUN ABOUT 20%. CAUTION: WHEN FUEL QUANTITY IN RIGHT TANK IS 1/3 OR LESS USE ONLY IN LEVEL FLIGHT.
Best Angle Climb	61 (70)	0	
Best Rate Climb	73 (84)	0	
CRUISE TAS - 5,000'			
Maximum	112 (129)	0	2550 RPM – 8.5 GPH – 75% (150 HP)
Maximum	114 (131)	0	2600 RPM – 9.0 GPH – 75% (160 HP)
ARRIVAL			
Approach	74 (85)	0 - ½	1500 RPM (Initially)
Short Final *	65 (75)	Full	Idle

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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 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 / NO RESTART

MAINTAIN AIRCRAFT CONTROL
FUEL SELECTOR – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
FLAPS – DOWN
MASTER & MAGS – OFF
UNLATCH DOOR & PROTECT BODY

POWER LOSS IN FLIGHT

MAINTAIN SAFE AIRSPEED *Fly The Airplane*
CARB HEAT – ON
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
MIXTURE – FULL RICH *Adjust For Carb Heat*
FUEL SELECTOR – CHECK / SWITCH *Note Gauges*
FUEL PRIMER – LOCKED *Try Re-Priming*
MAGNETOS – CHECK ALL
MASTER – ON

IF NO RESTART & TIME PERMITS

MAINTAIN SAFE AIRSPEED *Fly The Airplane*
SQUAWK 7700
DECLARE EMERGENCY *TWR, APP, Unicom, 121.5*
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
ELT – ON
SEATBELTS / HARNESS
FLAPS – AS NEEDED *Full Flaps When Field Assured*
MASTER & MAGS – OFF
UNLATCH DOORS & PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF *Mags – On*
CABIN HEAT & AIR – OFF
IF FIRE OUT – MASTER ON ONLY IF CRITICAL
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKERS ONLY IF CRITICAL
LAND AS SOON AS PRACTICABLE

ENGINE FIRE IN FLIGHT

THROTTLE – CLOSED
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
MASTER – OFF
CABIN HEAT & AIR – OFF *Vents – Open*
INCREASE AIRSPEED 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 SELECTOR - OFF
THROTTLE – FULL OPEN
CONTINUE CRANKING ENGINE A FEW SECONDS
MASTER & MAGS – OFF
EVACUATE / FIRE EXTINGUISHER

ICING

CARB HEAT – ON OR AS REQUIRED
CABIN HEAT & DEFROST – MAXIMUM
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE ENGINE SPEED
FLAPS – NOT RECOMMENDED FOR LANDING
LAND FASTER AS NEEDED

OTHER

RADIO OUT: CHECK CIRCUIT BREAKERS & VOLUME
RECYCLE ALTERNATOR 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.: 122.000-122.675. 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.*
Piper Tri-Pacer PA-22-150 / 160, (Lycoming O-320 / O320-B)

* Empty Weight: LBS *(Specific Plane Weight)*
* Max. Useful Load: LBS *(Including Fuel @ 6 lbs/gal)*
Max. Baggage Area: 100 LBS *(Included In Useful Load)*
Max. T.O. Weight: 2000 LBS

Fuel Type: 80 Octane (Min. 150hp) / 91 Octane (Min. 160 HP)
Fuel Capacity: 36 Gals / 44 Gals *(w/ Optional Tank)*
Oil Capacity: 8 Quarts *(Minimum 2.5)*
Electrical: 12-14 VOLT
Tire Pressure: Main: 22 PSI / Nose: 15 PSI

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