



WCFC C-152 Quiz

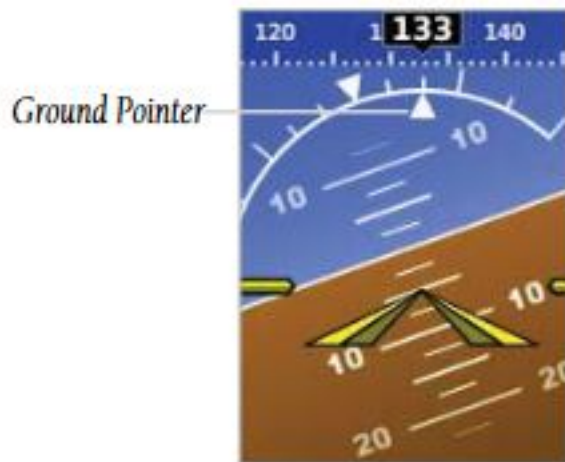
Review before : 2024-07-25

Quiz ID : 9430

Instructor :		Date :
Pilot :	Member # :	Score :

Instructor : Please note the final score (subtract 3.0 points from 100 for each wrong answer) on the checkout form and file the quiz in the Pilot Records folder.

1 : This Garmin G5, configured as an attitude indicator, indicates that the airplane is ...



- A : banked 20 degrees left
- B : banked 20 degrees right
- C : climbing
- D : descending

2 : The maximum certified weight(s) for the WCFC C-152s are:

- A : Ramp 1675; takeoff 1670; landing 1670.
- B : Ramp 1680; takeoff 1670; landing 1670.
- C : Ramp 1680; takeoff 1675; landing 1675.
- D : Ramp 1675; takeoff 1675; landing 1670.

3 : During the before takeoff magneto check, which of these statements is true?

- A : Set engine RPM at 1700.
- B : Magneto drop should be a maximum of 125 RPM.
- C : Magneto drop difference should be no more than 50 RPM.
- D : All of the statements above are true.

4 : What is the best glide speed and flap configuration for the C-152?

- A : 55 KIAS and flaps up..
- B : 55 KIAS and flaps at 10 degrees.
- C : 60 KIAS and flaps up.
- D : 60 KIAS and flaps at 10 degrees.

5 : Which engine is installed in the Cessna 152?

- A : Lycoming O-235-N2C.
- B : Lycoming O-235-L2C
- C : Lycoming OI-235-N2C.
- D : Lycoming OI-235-L2C.

6 : What are the total fuel capacity and the useable fuel capacity for the WCFC C152s?

- A : 26 gallons, 24 gallons useable.
- B : 26 gallons, 24.5 gallons useable.
- C : 39 gallons, 38 gallons useable.
- D : 39 gallons, 37.5 gallons useable.

7 : What is the rated horsepower of the engine in the WCFC 152 aircraft?

- A : 98 BHP at 2550 RPM.
- B : 100 BHP at 2550 RPM.
- C : 108 BHP at 2550 RPM
- D : 110 BHP at 2550 RPM.

8 : Cessna recommends filling the oil to how many quarts for flights of fewer than three hours?

- A : 7 quarts
- B : 6 quarts
- C : 4 quarts
- D : 5 quarts

9 : Which of the following is the proper fuel for the C-152 (with no STC)?

- A : 100
- B : 100LL
- C : Automotive low-lead
- D : Both a and b

10 : The type of oil normally (after initial break in of a new engine or cylinder) used in the C-152 is:

- A : High quality automotive multi-grade high detergent type.
- B : SAE rated SE (Severe Environment) type multi-viscosity.
- C : Aviation grade ashless dispersant (AD) of appropriate viscosity.
- D : Aviation grade "mineral" engine oil.

11 : What would indicate the presence of carburetor ice in flight?

- A : A sudden increase in oil pressure.
- B : An immediate complete loss of engine power.
- C : A gradual loss of RPM.
- D : A gradual increase in oil pressure.

12 : According to WCFC Standard Operating Procedures and WCFC checklists, which of the following approach and landing speed combinations is recommended by the WCFC?

- A : Normal -- flaps 20; airspeed 65 KIAS.
- B : Short Field -- flaps 20; airspeed 54 KIAS.
- C : Soft Field -- flaps 30; airspeed 75 KIAS.
- D : Normal, short field, and soft field techniques are all correct.

13 : The engine operation and performance is monitored by an oil pressure gauge, an oil temperature gauge, and a tachometer. The reading of the oil pressure gauge is determined by what means?

- A : voltage from a sensor conveyed to the gauge by a wire through the firewall
- B : a direct pressure oil line from the engine to the gauge
- C : a sensor in the oil filter
- D : A capacitance reading from the oil sump

14 : Assuming a forward center of gravity and flaps retracted, what are the two stall speeds for a C-152 under the following conditions?

- 0 degrees of bank and 60 degrees of bank

A : 36 KIAS and 51 KIAS.

B : 40 KIAS and 57 KIAS.

C : 35 KIAS and 49 KIAS.

D : 48 KIAS and 68 KIAS.

15 : In the C-152, the stall warning horn sounds at what speed?

A : At the bottom of the green arc on the airspeed indicator

B : At the bottom of the white arc on the airspeed indicator

C : At 0 to 5 knots before the stall.

D : At 5 to 10 knots before the aerodynamic stall

16 : Maneuvering speed for the C-152 is:

A : 104 KIAS at 1670 pounds

B : 98 KIAS at 1500 pounds

C : 93 KIAS at 1350 pounds

D : 96 KCAS at 1500 pounds

E : All of the above

17 : The wing loading and the power loading of the C152 are:

A : determined by speed

B : 1675 and 1670

C : 10.2 and 15.5

D : 10.5 and 15.2

18 : After starting the engine, oil pressure:

A : Will register immediately.

B : Should begin to register within 90 seconds.

C : Must register within 30 seconds in the summer and 60 seconds in the winter.

D : Must register within 60 seconds in the summer and 90 seconds in the winter.

19 : In a C-152, the ammeter and low voltage warning light may indicate electrical power system problems. The ammeter may show a slight charge after engine start if the battery has been partially discharged by extended cranking of the starter or other electrical draw. If, however, the ammeter continues to show a significant charge (more than two needle widths) during flight, what might this indicate and what pilot action is recommended?

- A : Turn off the alternator switch, reduce the electrical load to preserve battery power, and land as soon as practical.
- B : Ignore it. Breakers have been built into the system for shorts. It usually indicates just that items such as the landing light are on increasing electrical demand.
- C : Attempt to recycle the over-voltage relay by turning off the radios, and then recycling the master switch.
- D : Turn the master switch to off and land immediately.

20 : The C-152 electrical system is a:

- A : 12 volt, direct current system with a 24 volt battery.
- B : 12 volt, direct current system with a 12 volt battery.
- C : 16 volt direct current system with a 24 volt battery.
- D : 28 volt direct current system with a 24 volt battery.

21 : This G5 is configured with a ...



- A : sky pointer
- B : ground pointer

22 : What is the maximum recommended turbulent air penetration speed for the C-152?

- A : All weights 104 KIAS.
- B : All weights 104 KCAS.
- C : 1670 lbs, 104 KCAS; 1500 lbs, 98 KCAS; 1350 lbs. 93 KCAS
- D : 1670 lbs, 104 KIAS; 1500 lbs, 98 KIAS; 1350 lbs. 93 KIAS.

23 : In club operation of our C152 airplanes, when should you lean the fuel mixture according to the manufacturer?

- A : During all operations at any altitude when operating at 75% or less power.
- B : Only when absolutely necessary it may foul the plugs.
- C : Only when established in cruise flight above 5000 feet.
- D : Only at high altitude airports.

24 : The manual priming system draws fuel from the fuel strainer and injects it where?

- A : into the carburetor
- B : into the fuel pump
- C : into the intake manifold
- D : into the cylinder intake ports
- E : into the magnetos

25 : Spin recovery procedures in a C-152 are:

- A : Ailerons neutral, throttle , apply and hold full rudder in the direction of rotation, control wheel briskly forward, hold until rotation stops, smoothly recover from the resulting dive.
- B : Ailerons neutral, full throttle, apply and hold full rudder opposite to rotation, control wheel briskly forward, hold until rotation stops, smoothly recover from the resulting dive.
- C : Ailerons neutral, throttle idle, apply and hold full rudder opposite to rotation, control wheel briskly forward, hold until rotation stops, smoothly recover from the resulting dive.
- D : Ailerons neutral, throttle idle, apply and hold full rudder opposite to rotation, hold until rotation stops, smoothly recover from the resulting dive.

26 : Which of the following statements concerning the fuel system is *false*?

- A : Fuel flows by gravity from two wing tanks to a fuel shutoff valve.
- B : Fuel pressure increases when the selector is on either tank.
- C : Fuel system venting is essential to system operation.
- D : Fuel quantity is measured by two float-type fuel quantity transmitters.

27 : Which set of procedures are the proper procedures in the proper order for a bailed landing (go around) in the C152?

- A : Throttle -- full; Carburetor heat -- off; Flaps -- retract to 20 degrees; Speed -- 55 KIAS; Flaps -- Retract slowly
- B : Carburetor heat -- off; Throttle -- full; Flaps -- lower to 20 degrees; Speed -- 55 KIAS; Flaps -- Retract slowly
- C : Throttle -- full; Carburetor heat -- off; Speed -- 55 KIAS; Flaps -- retract to 10 degrees; Flaps -- Retract slowly
- D : Throttle -- full; Flaps -- lower to 20 degrees; Carburetor heat -- off; Speed -- 55 KIAS; Flaps -- Retract slowly

28 : When performing a pre-takeoff runup and systems check, no RPM drop or reduction is noticed when selecting either magneto. What does this indicate and why do we care?

- A : The engine ignition system is performing properly
- B : The engine ignition system has failed. The engine will not produce full rated power
- C : The mixture is too rich. A lean magneto check should be performed.
- D : Neither magneto is grounding properly. While the engine should perform normally in flight, the mags will remain hot even with the switch turned off, creating a hazard.
- E : Each magneto is performing at its optimum level. Engine performance will be ideal.

29 : What is the approximate ground roll/takeoff distance over a 50 ft obstacle given the following? (Choose the nearest answer. Due to rounding variations, your calculations may differ by a few feet.)

- Aircraft weight 1670 lbs
- Temperature 30 degrees Celsius
- Pressure Altitude 1000 feet
- Wind speed 23010
- Runway number 22
- Runway surface Grass

- A : 810/1495 feet..
- B : 1013/1768 feet
- C : 911/1584 feet
- D : 911/1891 feet

30 : Given the following data, is the C-152 aircraft within maximum takeoff and landing weight and moment limits?

Item	Weight (lbs)	Moment (in-lbs)
Basic Empty Weight 4640B	1168.4	35,578.0
Fuel Full tanks	—	—
Pilot	190.0	—
Passenger	150.0	—
Baggage Area I	15	—
Baggage Area 2	4	—

Use the data in the table above to calculate the aircraft's W&B.

- A : Weight within limits, moment within limits.
- B : Weight within limits; moment outside of limits.
- C : Weight outside limits; moment within limits.
- D : Weight outside limits; moment outside limits.