

WCFC C-152 Quiz

Review before: 2026-02-27

Quiz ID: 19124

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: 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.
- 2: 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.
- 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: 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

5: The presentation labeled #14 indicates what information?



A: airspeed

B: selected vertical speed

C: vertical speed bug

D: true airspeed

E: Ground speed

6: 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.

7: The maximum weight allowed in the baggage areas is:

A: Baggage area one -- 100 pounds.

B: Baggage area two -- 60 pounds.

C: Total baggage area (one and two) -- 120 pounds.

D: Total baggage area (one and two) -- 160 pounds.

- 8: 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.
- 9: 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.
- 10: 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.
- 11: 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.
- 12: In the C-I52, 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

- 13: Which set of procedures are the proper procedures in the proper order for a balked 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
- 14: 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
- ¹⁵: 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
- ¹⁶: 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.
- 17: 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.

- 18: 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.

- 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 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

- 21: 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.

22: 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.

23: 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.

24: 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

²⁵: 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.

$^{26}\colon This~G5$ is configured with a ...



A: sky pointerB: ground pointer

27: 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.

²⁸: 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.

²⁹: Using the fuel reserve of the WCFC SOP requirements for certificated pilots (not student pilot) what is the approximate maximum range you can fly a Club C-152 under the given conditions?

- Wind calm
- Fuel full at start
- Temperature standard
- Altitude 6000 feet
- Power 60%

A: 190 nm.

B: 260 nm.

C: 330 nm.

D: 400 nm.

- 30: 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