

# FMFA, Inc. C172 AIRCRAFT Test

Pilot: \_\_\_\_\_

Date: \_\_\_\_\_

Complete this open book test using the Flight Manual/POH/Checklist/FMFA website. If a question or part of a question is not applicable, write in NA. Your flight instructor will review, grade and go over the questionnaire with you. Minimum passing score is 80%. The completed questionnaire will be filed in the pilot's file by FMFA personnel and the date will be entered into the FMFA FSP System.

1. The C172P-160 with long range tanks has a total of \_\_\_\_\_ gallons of which \_\_\_\_\_ gallons are useable.  
The C172P-180's with standard tanks have a total of \_\_\_\_\_ gallons of which \_\_\_\_\_ gallons are useable.
2. FMFA's C172P (N783FM) has a MGW of \_\_\_\_\_ lbs.  
FMFA's C172P's (N781FM and N782FM) have a MGW of \_\_\_\_\_ lbs.
3. The engines for N781FM and N782FM develop \_\_\_\_\_ HP. The engine for N783FM develops \_\_\_\_\_ HP.
4. The best glide speed for the Cessna 172P is \_\_\_\_\_ KIAS at maximum gross weight.  
This speed increases / decreases with weight (circle).
5. The positions for the fuel tank selector are \_\_\_\_\_.
6. The maximum flap extension speed  $\leq 10$  degrees is \_\_\_\_\_ KIAS and  $>10$  degrees is \_\_\_\_\_ KIAS.
7. The maximum demonstrated crosswind component for the Cessna 172P is \_\_\_\_\_ KTS.
8. What is the best method of detecting carburetor ice in our Cessna 172P's? \_\_\_\_\_
9. As measured by dipstick for the C172P, the minimum and maximum oil levels are \_\_\_\_\_ and \_\_\_\_\_ qts.
10. What position should the fuel selector be in when fueling and parked at the tie-down? \_\_\_\_\_
11. The maximum baggage compartment weight in area 1 is \_\_\_\_\_ and area 2 is \_\_\_\_\_.  
The maximum baggage compartment weight in areas 1 and 2 combined is \_\_\_\_\_.
12. The C172P battery voltage is \_\_\_\_\_ and electrical system voltage is \_\_\_\_\_.
13. Given: 75% power, 4000 ft pressure altitude, standard conditions, mixture lean. The fuel flow for the 160 HP C172P is approximately \_\_\_\_\_ GPH and for the 180 HP C172P is approximately \_\_\_\_\_ GPH.
14. The stall warning horn does / does not require electrical power to operate. (circle)
15. A C172P-160 takeoff can be made safely from RWY 18 using the following: Max Gross Wgt, 50 ft obstacle, RWY 18 is 2000 ft, OAT 95 F, PA is 2000 ft, wind is 350 at 5 Kts. a. True b. False (circle)
16. C172P flaps are hydraulic/electric/manual (circle) with settings of \_\_ , \_\_ , \_\_ and \_\_ degrees.
17. In the C172P steep forward slips should be avoided with flaps extended beyond \_\_\_\_\_ degrees.

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18. For the Cessna 172P-160 Vx is \_\_\_\_\_ KIAS with 0 degrees of flaps and \_\_\_\_\_ KIAS with 10 degrees of flaps.  
For the Cessna 172P-180 Vx is \_\_\_\_\_ KIAS with 0 degrees of flaps and \_\_\_\_\_ KIAS with 10 degrees of flaps.
19. For the Cessna 172P (both 160 & 180 HP) Vy is \_\_\_\_\_ KIAS with 0 degrees of flaps.
20. Provide complete weight and balance calculations for N781FM, N782FM and N783FM. Use these data: maximum useable fuel, pilot 200 lbs, front passenger 200 lbs, rear passengers 170 lbs & 170 lbs, baggage area #1 20 lbs, baggage area #2 15 lbs. You may use the spreadsheets from the FMFA website and print out each as an addendum to this test.
21. N781FM as depicted in the spreadsheet is / is not within weight and balance limits. (circle)  
N782FM as depicted in the spreadsheet is / is not within weight and balance limits. (circle)  
N783FM as depicted in the spreadsheet is / is not within weight and balance limits. (circle)
22. In the standard ICAO flight plan form equipment blocks, the designators for aircraft equipment \_\_\_\_\_ and surveillance equipment \_\_\_\_\_ should be used for our C172P's.
23. If low oil pressure is accompanied by normal oil temperature: (circle)  
a. Continue flight and monitor gauges    b. Land at nearest airport and inspect  
c. Operate at reduced power setting      d. Ignore indication as faulty and continue flight.
24. Give the immediate action/memory items for the Cessna 172P:

- a. Engine failure immediately after takeoff:


- b. Engine fire and engine fails to start


- c. Engine fire in flight


- d. Electrical fire in flight


25. C172P maximum weight in utility category is \_\_\_\_\_ lbs.

Corrected by: \_\_\_\_\_