CAAP PRIVATE PILOT LICENSE (PPL) – EQC FOR C172 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. What is the center of gravity and why must it lie within the approved range?

A. The CG is the center of gravity and is unrelated to stability.

B. The center of gravity is the balance point of the airplane; within range ensures stable handling, proper stall characteristics, and adequate control effectiveness.

C. The CG is the fuel tank position.

D. The CG is the engine's centrifuge point.

2. What is the lower limit of the White Arc (Flaps Operating Range) in KIAS?

A. 40 KIAS

B. 48 KIAS

C. 85 KIAS

D. 110 KIAS

3. Which weight value represents the maximum ramp weight?

A. 2,450 lbs

B. 2,560 lbs

C. 2,558 lbs

D. 2,600 lbs

4. Which of the following is the wing loading value?

A. 14.7 psf

B. 15.2 psf

C. 13.8 psf

D. 15.0 psf

5. What is the memory item sequence for engine power loss, including carb heat, fuel selector, and magnetos?

A. Maintain best glide, select landing area, switch fuel selector, turn on fuel pump, apply carb heat, check mixture, test magnetos, attempt restart.

B. Retain full power, climb to altitude, check fuel.

C. Flaps down, land immediately.

D. Reduce power, lean mixture, restart.

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6. What is the engine oil capacity?

A. 6 qts

B. 7 qts

C. 9 qts

D. 8 qts

7. What is the Vne (never-exceed speed) in KIAS?

A. 165 KIAS

B. 163 KIAS

C. 170 KIAS

D. 160 KIAS

8. What is the approved landing flap range for the C172?

A. 0-10

B. 0-30

C. 0-20

D. 5-15

9. What is the fuel range time for 45% power @ 10,000 ft with 53 gallons?

A. 6.50 hrs

B. 6.72 hrs

C. 7.00 hrs

D. 6.40 hrs

10. What is the maximum structural cruising speed (Vno) for this aircraft?

A. 105 KIAS

B. 85 KIAS

C. 129 KIAS

D. 163 KIAS

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Answers

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1. B
2. A
3. C
4. A
5. A
6. D
7. B
8. B
9. B
10. C

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Explanations

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1. What is the center of gravity and why must it lie within the approved range?

A. The CG is the center of gravity and is unrelated to stability.

B. The center of gravity is the balance point of the airplane; within range ensures stable handling, proper stall characteristics, and adequate control effectiveness.

C. The CG is the fuel tank position.

D. The CG is the engine's centrifuge point.

The center of gravity is the balance point of the airplane—the point about which the aircraft would balance if supported at a single location, representing the average location of the total weight. It determines how the airplane will respond to control inputs and how stable it will be in flight. Keeping the CG within the approved range is essential because it ensures longitudinal stability, predictable stall characteristics, and adequate control effectiveness. If the CG is too far forward, elevator authority increases the effort needed to rotate and to raise the nose, stalls can occur at higher speeds, and recovery becomes more difficult. If the CG is too far aft, the airplane can become unstable and overly responsive, with reduced liftoff and stall warning accuracy and potentially insufficient elevator control to recover from a stall. The approved range accounts for these factors across the airplane's weight and fuel configurations, ensuring safe handling throughout the flight.

2. What is the lower limit of the White Arc (Flaps Operating Range) in KIAS?

A. 40 KIAS

B. 48 KIAS

C. 85 KIAS

D. 110 KIAS

The White Arc shows the flap operating range. Its lower end is the stall speed with flaps down (Vs0), which is the slowest speed at which the airplane can fly safely with flaps extended. For a light trainer like a C172, Vs0 is about 40 KIAS, so the lower limit of the White Arc is around 40 KIAS. This speed is the minimum you should maintain when the flaps are deployed to avoid stalling. The White Arc extends up to Vfe, the maximum speed with flaps extended, which in many C172s is about 110 KIAS. So the arc represents a speed band for safe flap operation, and while individual airplanes may vary with weight and configuration, 40 KIAS is the typical lower boundary.

3. Which weight value represents the maximum ramp weight?

A. 2,450 lbs

B. 2,560 lbs

C. 2,558 lbs

D. 2,600 lbs

Ramp weight is the weight of the airplane on the ground, before engine start, including all fuel, passengers, and baggage that will be on board for taxi and departure. It sets the limit for how heavy you may load the aircraft at the ramp. After you begin taxi and start burning fuel, the actual takeoff weight will be lower than this ramp weight, as long as the takeoff weight does not exceed the certified maximum takeoff weight. In this configuration, the published ramp weight limit is 2,558 pounds, which is why that value is the correct choice. The other numbers don't match the official ramp-weight figure for this airplane.

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4. Which of the following is the wing loading value?

A. 14.7 psf

B. 15.2 psf

C. 13.8 psf

D. 15.0 psf

Wing loading is the weight the wing must support per square foot of wing area. It's calculated by dividing the airplane's gross weight by the total wing area. In this problem, using the given weight and wing area gives 14.7 pounds per square foot, which is why that value is the wing loading. This value helps indicate how a plane will behave at higher weights or with smaller wings; higher wing loading tends to raise stall speed and affect handling. The other numbers would result from using different weight or wing area values, not the data provided.

5. What is the memory item sequence for engine power loss, including carb heat, fuel selector, and magnetos?

A. Maintain best glide, select landing area, switch fuel selector, turn on fuel pump, apply carb heat, check mixture, test magnetos, attempt restart.

B. Retain full power, climb to altitude, check fuel.

C. Flaps down, land immediately.

D. Reduce power, lean mixture, restart.

When engine power is lost, the priority is to keep the aircraft under control and aim for a safe landing while quickly checking that fuel and ignition are available to restart the engine. The best sequence starts with establishing the proper glide and identifying a landing area to give you options and time. Then you quickly verify the engine's ability to receive fuel and ignite, increasing the odds of a successful restart. First, set the airspeed for best glide to maximize distance and give you more options for a suitable landing spot, then select the landing area you can reach. Next, switch the fuel selector to the tank feeding the engine to ensure fuel is coming from the correct source. If you have a fuel pump, turn it on to pressurize the system and improve fuel delivery. Apply carburetor heat to rule out icing that could be starving the engine of fuel/air mixture. Check the mixture to ensure the engine is receiving the proper fuel/air ratio for restart. Then test the magnetos to verify the ignition system is delivering a spark. If all these checks confirm fuel and ignition, attempt an engine restart. Other options either delay getting to best glide and a safe landing, omit essential fuel/ignition checks, or misprioritize actions, which reduces your chances of a controlled restart and a safe outcome.

6. What is the engine oil capacity?

A. 6 qts

B. 7 qts

C. 9 qts

D. 8 qts

Oil capacity is the total amount of oil the engine lubrication system can hold when it's full, including the filter and passages. For the typical Cessna 172 with the engine used in this scenario, the published specification is eight quarts with a new, installed filter. That's why eight quarts is the best choice: it reflects the full system including the filter. If you only counted the engine block without the filter, you'd have a smaller number like six quarts, but a complete oil change calls for filling to the full eight quarts. Filling more than eight quarts, such as nine, risks overfill.

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7. What is the Vne (never-exceed speed) in KIAS?

A. 165 KIAS

B. 163 KIAS

C. 170 KIAS

D. 160 KIAS

Vne is the never-exceed speed—the red-line on the airspeed indicator. It represents the maximum indicated airspeed you should never exceed in any flight condition because the airframe can be damaged by excessive dynamic pressure, especially in gusts or abrupt maneuvers. For this C172, the published Vne is 163 KIAS, so that is the speed you must not go beyond. Speeds above that, like 165 or 170 KIAS, would violate the safety limit. A value such as 160 KIAS is below the limit, but it is not the official maximum stated Vne.

8. What is the approved landing flap range for the C172?

A. 0-10

B. 0-30

C. 0-20

D. 5-15

Flaps on a C172 are used to increase lift at lower speeds and to help you fly a controlled approach and landing. The published range for landing flap settings goes from 0° up to 30°, typically used in steps of 10° (0°, 10°, 20°, 30°). So the approved landing flap range is 0 to 30 degrees. The other options miss part of that range or start at a nonzero value, which doesn't match what's published for normal C172 landings.

9. What is the fuel range time for 45% power @ 10,000 ft with 53 gallons?

A. 6.50 hrs

B. 6.72 hrs

C. 7.00 hrs

D. 6.40 hrs

Fuel range time comes from how long you can fly on the fuel on board at a given power setting and altitude. You look up the fuel flow at 45% power at 10,000 ft, which the aircraft performance data show as about 7.89 gallons per hour. With 53 gallons available, the endurance is 53 divided by 7.89, which is roughly 6.72 hours. That's why 6.72 hours is the best match. The other numbers would require a higher fuel flow (more gallons per hour) than the chart indicates for 45% at 10,000 ft, so they don't line up with the data you'd read from the performance chart.

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10. What is the maximum structural cruising speed (Vno) for this aircraft?

A. 105 KIAS

B. 85 KIAS

C. 129 KIAS

D. 163 KIAS

Vno is the maximum structural cruising speed—the upper limit at which the airplane is certified to fly in normal, smooth air without excessive wing loading from gusts. It should not be exceeded in routine operations; if you expect turbulence, slow down below Vno to keep wing loads within safe margins. For this aircraft, the maximum structural cruising speed is 129 KIAS. The other numbers aren't Vno: one is a much higher limit representing the never-exceed speed, and the remaining ones are lower speeds tied to other limits such as stall or maneuvering speeds. So 129 KIAS is the appropriate normal-flight upper limit.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://caappleqcc172.examzify.com

We wish you the very best on your exam journey. You've got this!

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