CESSNA 172 SYSTEMS PRACTICE TEST (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 primary function of the starter motor in the Cessna 172?

A. To control cabin temperature

B. To supply power to the avionics

C. To crank the engine for starting

D. To operate the fuel pump

2. What is considered an essential part of pre-flight checks concerning fuel?

A. Checking overall aircraft weight

B. Ensuring adequate fuel levels in both tanks

C. Analyzing fuel types

D. Inspecting the fuel filter

3. What is the role of the hydraulic system in the Cessna 172?

A. Powers the landing gear

B. Operates flight controls

C. The Cessna 172 does not have a hydraulic system for flight controls

D. Controls the flaps

4. If the fuel gauge indicates low fuel, what action should you take?

A. Continue the flight if the destination is near

B. Land at the nearest suitable airport

C. Wait until the warning light comes on

D. Check for fuel leaks before proceeding

5. How do you adjust the altimeter setting in a Cessna 172?

A. By calibrating it to the aircraft's weight

B. By using the Kollsman window to match local pressure

C. By resetting it every hour

D. By adjusting the cabin pressure

6. What type of navigation system is commonly installed in a Cessna 172?

A. Inertial navigation system

B. VOR or GPS navigation systems

C. Radio direction finder

D. Automatic Dependent Surveillance-Broadcast (ADS-B)

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7. What should be done first in the event of an engine failure?

A. Notify air traffic control

B. Establish and maintain best glide speed

C. Land at the nearest airport

D. Perform a fuel check

8. What component in the L2A designation is responsible for fuel injection?

A. Magnetos

B. Fuel Pump

C. Vacuum Pump

D. Fuel Flow Oil Filter

9. How does the trim operate in a Cessna 172?

A. Via an electric motor

B. Through steel cables and linkages

C. Using hydraulic pressure

D. By pilot manual adjustment

10. What advantage does the G1000 system provide to pilots?

A. Backup manual control

B. Integrated navigation and display functions

C. High-speed cruising capability

D. Enhanced engine power monitoring

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Answers

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

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Explanations

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1. What is the primary function of the starter motor in the Cessna 172?

A. To control cabin temperature

B. To supply power to the avionics

C. To crank the engine for starting

D. To operate the fuel pump

The primary function of the starter motor in the Cessna 172 is to crank the engine for starting. When the aircraft's ignition system is activated, the starter motor engages with the engine's flywheel and rotates the engine. This action initiates the engine's cycle of combustion, which is essential for the engine to start running. Once the engine starts, the starter motor disengages and it is no longer needed for operation. While the cabin temperature control, avionics power supply, and fuel pump operation are all important systems in an aircraft, they do not fall under the primary function of the starter motor. Each of these functions is managed by separate components within the aircraft's systems, highlighting the specific role that the starter motor plays solely in the engine starting process.

2. What is considered an essential part of pre-flight checks concerning fuel?

A. Checking overall aircraft weight

B. Ensuring adequate fuel levels in both tanks

C. Analyzing fuel types

D. Inspecting the fuel filter

Ensuring adequate fuel levels in both tanks is critical for safe flight operations. During pre-flight checks, pilots must verify that there is enough fuel to complete the planned flight plus reserves, which is essential for preventing fuel exhaustion during flight. This involves not only checking the quantity in each tank visually or through gauges but also confirming that fuel is correctly balanced between tanks to maintain proper aircraft handling characteristics and performance. While checking overall aircraft weight, analyzing fuel types, and inspecting the fuel filter are important aspects of aircraft preparation, they do not directly address the immediate necessity of having sufficient fuel for the flight. Adequate fuel levels directly correlate with flight safety and the operational capability of the aircraft, making it the foremost concern during pre-flight checks.

3. What is the role of the hydraulic system in the Cessna 172?

A. Powers the landing gear

B. Operates flight controls

C. The Cessna 172 does not have a hydraulic system for flight controls

D. Controls the flaps

In the Cessna 172, the role of the hydraulic system is not utilized for operating flight controls, as this aircraft primarily employs mechanical systems for its flight control surfaces. Instead, the Cessna 172 is designed with a straightforward cable and pulley arrangement for its flight controls, which are manually operated by the pilot. The hydraulic system in this aircraft does have specific functionalities, such as operating the flaps, but it does not extend to the primary flight controls like ailerons, elevators, and rudder. The correct understanding here is that the Cessna 172 does not rely on a hydraulic system for its primary flight operations, which distinguishes it from larger aircraft where hydraulic systems typically play a vital role in controlling flight surfaces. In the context of the options, selecting the statement about the absence of a hydraulic system for flight controls accurately reflects the design and operation of the Cessna 172.

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4. If the fuel gauge indicates low fuel, what action should you take?

A. Continue the flight if the destination is near

B. Land at the nearest suitable airport

C. Wait until the warning light comes on

D. Check for fuel leaks before proceeding

When the fuel gauge indicates low fuel, the most prudent action is to land at the nearest suitable airport. This approach is driven by the necessity to prioritize safety and ensure the aircraft has adequate fuel to complete the flight without risking fuel exhaustion. Running low on fuel can lead to critical situations, including engine failure, which can jeopardize both the safety of the aircraft and its occupants. Landing at the nearest suitable airport allows the pilot to handle the situation proactively rather than reactively. Continuing the flight to a destination that may be nearby could compromise safety, as it increases the risk of running out of fuel before reaching the intended landing area. Waiting until a warning light activates or checking for fuel leaks might lead to unnecessary delays and could worsen the situation. A warning light represents an imminent danger, and troubleshooting for leaks while in the air does not address the immediate need for fuel. Therefore, the decision to land immediately at a nearby airport is consistent with safe piloting practices when dealing with low fuel indications.

5. How do you adjust the altimeter setting in a Cessna 172?

A. By calibrating it to the aircraft's weight

B. By using the Kollsman window to match local pressure

C. By resetting it every hour

D. By adjusting the cabin pressure

The altimeter setting in a Cessna 172 is adjusted using the Kollsman window, which is an essential feature of the altimeter instrument. The Kollsman window allows the pilot to set the current local atmospheric pressure, usually provided in inches of mercury (inHg) or millibars (hPa). This adjustment ensures that the altimeter displays an accurate altitude relative to sea level. When pilots set the altimeter to the correct local pressure, they are calibrating their altitude readings based on current weather conditions. This is crucial as atmospheric pressure can change due to weather systems, affecting altitude measurements. By properly setting the Kollsman window, pilots can ensure they maintain safe altitudinal separation from terrain and other aircraft. Adjusting the altimeter based on aircraft weight or cabin pressure is not applicable in the context of a Cessna 172, as altitude notice is strictly a function of atmospheric pressure, not influenced by aircraft weight. Similarly, the altimeter does not require resetting every hour; it should be adjusted whenever entering a new area with a different local pressure setting or upon receiving updated weather information.

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6. What type of navigation system is commonly installed in a Cessna 172?

A. Inertial navigation system

B. VOR or GPS navigation systems

C. Radio direction finder

D. Automatic Dependent Surveillance-Broadcast (ADS-B)

The Cessna 172 is commonly equipped with VOR (VHF Omnidirectional Range) or GPS (Global Positioning System) navigation systems due to their practicality and reliability in general aviation. VOR is a ground-based radio navigation system that allows pilots to determine their position and stay oriented in relation to navigational aids, using VHF radio signals. GPS, on the other hand, is a satellite-based navigation system that provides precise location and timing information anywhere on Earth. Both systems are essential for navigation, and many newer Cessna 172s come equipped with advanced GPS systems which offer added functionality, such as more detailed mapping and integration with autopilot systems. In comparison, the other navigation systems mentioned do not typically appear in standard Cessna 172 configurations. An inertial navigation system is more complex and generally found in larger aircraft due to its requirement for significant resources and maintenance. A radio direction finder is largely considered outdated for general aviation navigation, and while ADS-B is an important technology for air traffic surveillance and communications, it is not a primary navigation system.

7. What should be done first in the event of an engine failure?

A. Notify air traffic control

B. Establish and maintain best glide speed

C. Land at the nearest airport

D. Perform a fuel check

In the event of an engine failure, establishing and maintaining best glide speed is crucial as it allows the pilot to maximize the aircraft's altitude and distance, giving the best chance to reach a suitable landing area. The best glide speed is specifically designed to optimize the lift-to-drag ratio, helping to sustain flight longer and control the aircraft effectively during the critical moments following an engine failure. This action ensures that the pilot can manage the aircraft's descent in a controlled manner while assessing the situation and determining the best course of action, whether that includes looking for a place to land or notifying authorities. Establishing best glide speed not only provides immediate control of the aircraft's descent but also buys the pilot time to troubleshoot or make decisions regarding landing options without sacrificing safety. Other actions, such as notifying air traffic control, landing at the nearest airport, or performing a fuel check, may be important parts of addressing the engine failure, but they should come after ensuring that the aircraft remains under control and at the suitable glide speed to maximize the chances of a safe outcome.

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8. What component in the L2A designation is responsible for fuel injection?

A. Magnetos

B. Fuel Pump

C. Vacuum Pump

D. Fuel Flow Oil Filter

The fuel pump is a crucial component in the L2A designation responsible for fuel injection in the Cessna 172. This system ensures that fuel is delivered under pressure to the engine's fuel injectors, allowing for optimal atomization and combustion of the fuel-air mixture. Proper functioning of the fuel pump is vital for the engine's performance, as it maintains the flow of fuel needed for the engine to operate efficiently and reliably. In contrast, magnetos are involved in providing the spark necessary for ignition, but they do not contribute directly to fuel injection. The vacuum pump is responsible for creating suction for instruments and systems relying on vacuum pressure, such as the attitude indicator, rather than fuel delivery. The fuel flow oil filter, while important for maintaining fuel quality and protecting the engine from contaminants, does not play a role in the injection of fuel itself. Therefore, the fuel pump's role in ensuring a consistent and adequate fuel supply to the injectors makes it the correct answer regarding the fuel injection system in the L2A designation.

9. How does the trim operate in a Cessna 172?

A. Via an electric motor

B. Through steel cables and linkages

C. Using hydraulic pressure

D. By pilot manual adjustment

In a Cessna 172, the trim operates through steel cables and linkages, allowing for fine adjustments to the control surfaces of the aircraft. This system provides pilots with the ability to relieve control pressures, helping maintain a desired flight attitude without constant control input. The use of steel cables and mechanical linkages means that trim adjustments are straightforward and dependable, utilizing a direct connection to the elevator control surface. When the pilot adjusts the trim wheel or switch, these cables move in response, altering the position of the elevator and thereby affecting the aircraft's pitch. The mechanic simplicity of this setup makes it reliable, as it does not rely on electrical systems or hydraulic pressures that could fail. The other systems mentioned are not used in the Cessna 172 for trim adjustment: the electric motor would indicate a different aircraft type or system design, hydraulic pressure is generally reserved for certain larger aircraft, and while pilot manual adjustment is involved in initiating the trim, it's not the primary mechanism by which the trim operates in this specific aircraft.

10. What advantage does the G1000 system provide to pilots?

A. Backup manual control

B. Integrated navigation and display functions

C. High-speed cruising capability

D. Enhanced engine power monitoring

The G1000 system offers a significant advantage to pilots through its integrated navigation and display functions. This advanced avionics suite combines multiple instruments and systems into a single, intuitive interface, allowing for more efficient management of flight information. With features such as GPS navigation, multifunction displays, and terrain awareness, pilots can assess their situation more effectively and make informed decisions quickly. The integration of these functions reduces the workload on pilots by consolidating information they typically would have to monitor on separate instruments. This streamlined approach enhances situational awareness and can contribute to improved safety in flight operations. The ability to seamlessly switch between navigation modes, visualize flight data, and access critical information in an organized manner empowers pilots to perform more complex tasks without distraction, which is particularly beneficial in challenging flying conditions.

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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://cessna172systems.examzify.com

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

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