

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

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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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.

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!

Questions

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- 1. What is the approved landing flap range for the C172?**
 - A. 0-10
 - B. 0-30
 - C. 0-20
 - D. 5-15

- 2. Which elements should be included in your PPL EQC logbook entry?**
 - A. Date, duration, maneuvers or objectives, and instructor sign-off.
 - B. Date only.
 - C. Aircraft registration.
 - D. Weather conditions.

- 3. What is the target airspeed for Best Rate of Climb V_y Normal at 10,000 ft?**
 - A. 70 KIAS
 - B. 74 KIAS
 - C. 72 KIAS
 - D. 68 KIAS

- 4. Which instrument indicates aircraft attitude relative to the horizon?**
 - A. Altimeter
 - B. Airspeed indicator
 - C. Attitude indicator
 - D. Vertical speed indicator

- 5. Which procedure has a target airspeed of 74 KIAS?**
 - A. Best Rate of Climb (V_y) Normal, Sea Level
 - B. Enroute Climb Flaps Up (Normal, Sea Level)
 - C. Best Angle of Climb (V_x) Normal, Sea Level
 - D. Short Field Approach (Flaps 3)

- 6. Why would the CG range be limited by design?**
 - A. To maximize fuel efficiency.
 - B. To minimize cabin noise.
 - C. To calibrate altimeter.
 - D. To ensure stability and control effectiveness within safe limits.

7. What is the target airspeed for Best Rate of Climb V_y Normal at Sea Level?
- A. 72 KIAS
 - B. 78 KIAS
 - C. 74 KIAS
 - D. 76 KIAS
8. Takeoff total distance over 50 ft obstacle is what?
- A. 1,600 ft
 - B. 1,500 ft
 - C. 1,700 ft
 - D. 1,630 ft
9. For a precautionary landing with engine power, the reference airspeed is closest to:
- A. 60 KIAS
 - B. 70 KIAS
 - C. 65 KIAS
 - D. 75-85 KIAS
10. During engine power loss, after establishing best glide, what is the immediate priority?
- A. Immediately climb.
 - B. Choose suitable landing area, then restart.
 - C. Descend to lower altitude to see terrain.
 - D. Continue to attempt restart without area.

Answers

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

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Explanations

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1. 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.

2. Which elements should be included in your PPL EQC logbook entry?

- A. Date, duration, maneuvers or objectives, and instructor sign-off.**
- B. Date only.
- C. Aircraft registration.
- D. Weather conditions.

Documenting flight training in your PPL EQC logbook focuses on showing what was practiced, when, for how long, and who verified it. The time element (date and duration) records when you trained and how much practice you had. Recording the maneuvers or objectives specifies what you worked on during that session, demonstrating progress through the required training. The instructor's sign-off confirms that a qualified flight instructor observed and validated the accomplishment, meeting the record-keeping and qualification requirements. Weather conditions and aircraft registration aren't required as part of every core logbook entry in this context; they may be noted separately or in other records, but aren't essential for proving completion of the EQC training session.

3. What is the target airspeed for Best Rate of Climb V_y Normal at 10,000 ft?

- A. 70 KIAS
- B. 74 KIAS
- C. 72 KIAS**
- D. 68 KIAS

Best Rate of Climb speed is the airspeed that gives the greatest altitude gain per minute in the airplane's current configuration. At 10,000 ft the air is thinner and the engine produces less usable power, so the speed that optimizes climb rate shifts a bit from sea level. For a typical C172 in normal configuration, about 72 KIAS provides the best balance of lift, drag, and available power to maximize climb rate at that altitude. Going faster (around sea-level V_y) would waste power to overcome additional drag, while going slower could reduce climb rate and may approach stall margins in thinner air. The 72 KIAS value reflects the best compromise for maximizing vertical speed up at 10,000 ft.

4. Which instrument indicates aircraft attitude relative to the horizon?

- A. Altimeter
- B. Airspeed indicator
- C. Attitude indicator**
- D. Vertical speed indicator

Attitude is the aircraft's orientation relative to the horizon, and the instrument that communicates this directly is the attitude indicator. It uses a gyro to present a sky-and-ground view with a tiny airplane symbol. When you bank, the horizon line tilts under the airplane; when you pitch, the horizon moves up or down relative to the airplane. This lets you tell at a glance whether you're level, climbing, descending, or turning, even with no outside visual references. Other instruments don't show orientation to the horizon: the altimeter measures altitude, the airspeed indicator shows speed, and the vertical speed indicator shows climb or descent rate.

5. Which procedure has a target airspeed of 74 KIAS?

- A. Best Rate of Climb (V_y) Normal, Sea Level**
- B. Enroute Climb Flaps Up (Normal, Sea Level)
- C. Best Angle of Climb (V_x) Normal, Sea Level
- D. Short Field Approach (Flaps 3)

V_y is the airspeed that yields the greatest rate of climb—the airplane gains the most altitude in the least amount of time. For a C172 in normal flight at sea level, this speed is about 74 KIAS, so targeting 74 KIAS aligns with maximizing climb performance just after takeoff. Other climb and approach profiles serve different purposes: a climb at the best angle of climb is performed slower to gain more altitude per horizontal distance, which is useful when obstacles must be cleared; enroute climb is a transition toward cruise and is typically flown faster to improve efficiency; a short-field approach is a landing maneuver, using a slower approach speed with specific flap settings to ensure precise handling and obstacle clearance on final.

6. Why would the CG range be limited by design?

- A. To maximize fuel efficiency.
- B. To minimize cabin noise.
- C. To calibrate altimeter.
- D. To ensure stability and control effectiveness within safe limits.**

The key idea is how the center of gravity affects stability and control. Designers set forward and aft CG limits so the airplane remains predictably stable in pitch and has enough elevator authority to rotate, fly level, and recover from stalls across all allowed loading conditions. If the CG wandered outside this envelope, the aircraft could become too nose-heavy or tail-heavy, making control forces too high or leaving the plane unstable and difficult to recover. In short, the CG range is limited to guarantee safe, controllable handling within the aircraft's structural and performance limits. Other options don't address these safety margins. CG design isn't primarily about fuel efficiency, cabin noise, or altimeter calibration.

7. What is the target airspeed for Best Rate of Climb Vy Normal at Sea Level?

- A. 72 KIAS
- B. 78 KIAS
- C. 74 KIAS**
- D. 76 KIAS

Vy is the airspeed that gives the greatest rate of climb—the fastest gain in altitude per minute—when the engine is set for climb and the airplane is in clean configuration. For a C172 in normal category flying at sea level under ISA, the performance charts specify Vy as about 74 KIAS. That speed maximizes the vertical gain; flying slower won't climb as quickly, and flying faster increases drag and reduces the climb rate, even though you might be climbing at a higher speed. The other numbers are nearby but do not provide the maximum rate of climb under those sea level, standard atmosphere conditions. In practice, you'd use Vy from the aircraft's charts for your exact weight and configuration, but 74 KIAS is the standard value for this scenario.

8. Takeoff total distance over 50 ft obstacle is what?

- A. 1,600 ft
- B. 1,500 ft
- C. 1,700 ft
- D. 1,630 ft**

Takeoff distance over a 50 ft obstacle is the distance you need to run from the start of the takeoff roll until you have climbed enough to clear a 50 ft obstacle. It's a published performance figure from the POH, reflecting both the ground roll and the initial climb portion needed to reach the obstacle height under the specified conditions. For a C172 in standard-day, sea-level conditions with typical weight and no wind, the chart shows about 1,630 ft for this distance, which is why this option is the best match. If any condition changes—heavier weight, higher density altitude, or headwind—this distance will increase or decrease accordingly. The other numbers don't align with the standard-condition performance data, so they're not the correct reflection of the required takeoff distance in this scenario.

9. For a precautionary landing with engine power, the reference airspeed is closest to:

- A. 60 KIAS
- B. 70 KIAS
- C. 65 KIAS**
- D. 75-85 KIAS

When you're planning a precautionary landing with the engine running, you want an approach speed that gives you good control authority, a comfortable margin above stall, and enough energy to maneuver to a suitable landing site if needed. For a C172 in this scenario, about 65 knots indicated airspeed is used as that reference speed. It sits above stall by a safe margin, yet isn't so fast that it lengthens the approach or reduces handling quality in the final, especially with power available. Going slower, around 60 knots, would leave you dangerously close to stall and reduce controllability if the engine load changes or you need to adjust for wind or field conditions. Going much faster, like 70 knots or more, increases approach distance and can compromise maneuverability and obstacle clearance for a precautionary landing. The 65 KIAS choice best represents the typical, balanced speed used for a powered precautionary approach.

10. During engine power loss, after establishing best glide, what is the immediate priority?

- A. Immediately climb.
- B. Choose suitable landing area, then restart.
- C. Descend to lower altitude to see terrain.
- D. Continue to attempt restart without area.

After you've set the airplane to best glide, the immediate priority is to pick a suitable landing area and position for a forced landing, while you begin the engine restart attempt. This order matters because your primary goal is a safe landing; you maximize your landing options by searching for an open field, road, or airstrip and configuring the aircraft for landing as you continue the restart procedure. Climbing isn't possible with a power loss, and descending just to "see terrain" wastes altitude and narrows your safe options. Waiting to land or to complete a restart without first securing a landing site risks losing the opportunity to land in a suitable area.

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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://caapppleqcc172.examzify.com>

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

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