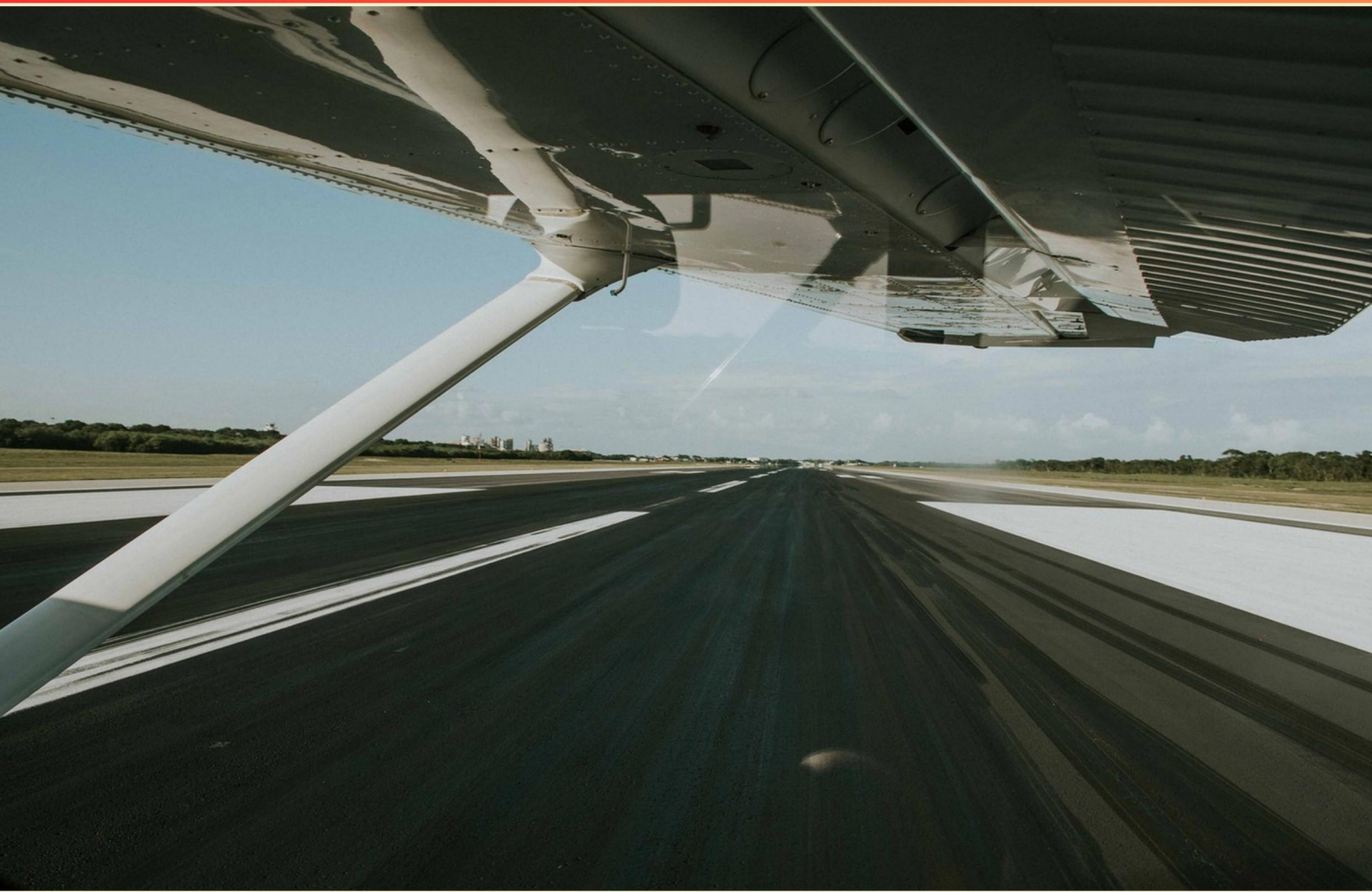


CAAP PRIVATE PILOT LICENSE (PPL) – EQC FOR CESSNA 152 PRACTICE EXAM (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
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	16

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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. Which of the following is not a flap limitation for takeoff in a Cessna 152?

- A. 0°
- B. 5°
- C. 10°
- D. 15°

2. Describe the use of the trim system in flight.

- A. To increase aircraft speed
- B. To relieve pilot workload by balancing control forces
- C. To enhance maneuverability
- D. To stabilize fuel flow

3. According to specifications, what oil grade should be used after oil consumption has stabilized?

- A. SAE 20W-50
- B. MIL-L-22851
- C. SAE 15W-40
- D. API SM

4. What is the maximum allowable oil pressure in psi for the engine of the Cessna 152?

- A. 120 psi
- B. 110 psi
- C. 105 psi
- D. 115 psi

5. What is the Center of Gravity range for the Cessna 152?

- A. 30.0 Inches - 35.0 Inches
- B. 31.0 Inches - 36.5 Inches
- C. 32.0 Inches - 37.0 Inches
- D. 29.5 Inches - 34.5 Inches

- 6. What does the term "Vx" refer to in aviation?**
- A. Best rate of climb speed
 - B. Best angle of climb speed
 - C. Best glide speed
 - D. Stall speed in level flight
- 7. At 4000 feet, what is the tachometer reading range for the Cessna 152?**
- A. 1800-2400 RPM
 - B. 1900-2450 RPM
 - C. 2000-2500 RPM
 - D. 2100-2550 RPM
- 8. Which answer gives the correct range of the normal operating oil pressure for Cessna 152 in pounds per square inch?**
- A. 40-80 psi
 - B. 50-90 psi
 - C. 60-90 psi
 - D. 70-100 psi
- 9. Explain the significance of the altimeter setting.**
- A. It determines the aircraft's speed
 - B. It calculates fuel consumption rates
 - C. It calibrates altitude readings to local sea level pressure
 - D. It indicates engine temperature
- 10. What is the best maneuvering speed (Va) for the Cessna 152?**
- A. 90 KIAS
 - B. 104 KIAS
 - C. 110 KIAS
 - D. 120 KIAS

Answers

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

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Explanations

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1. Which of the following is not a flap limitation for takeoff in a Cessna 152?

- A. 0°
- B. 5°
- C. 10°
- D. 15°**

When considering flap limitations for takeoff in a Cessna 152, it's important to refer to the manufacturer's guidelines and operational procedures for the aircraft. The recommended flap settings for takeoff typically include configuration possibilities of up to 10 degrees of flaps. Using the maximum flaps setting of 15 degrees for takeoff can lead to performance issues such as increased drag and reduced climb performance, which may not be suitable for most takeoff scenarios. When flaps are set at 0°, 5°, or 10°, they can help enhance lift while maintaining a balance with drag, thus optimizing the aircraft's takeoff performance. Therefore, the option that states 15° is not a flap limitation for takeoff reflects that it is generally not recommended to use this degree of flap setting during takeoff in a Cessna 152, making it the correct answer in this scenario.

2. Describe the use of the trim system in flight.

- A. To increase aircraft speed
- B. To relieve pilot workload by balancing control forces**
- C. To enhance maneuverability
- D. To stabilize fuel flow

The trim system in an aircraft is designed primarily to relieve pilot workload by balancing control forces, enabling the pilot to fly the aircraft with minimal constant input on the control surfaces. During flight, various forces act on the aircraft, such as aerodynamic drag and lift, which cause the control stick or yoke to exert pressure in one direction. By adjusting the trim, a pilot can set a desired pitch attitude that allows the aircraft to maintain that angle without continuous effort to hold the controls in place. Using the trim effectively means that pilots can focus more on other tasks, such as navigation and communication, rather than constantly applying pressure on the controls to fly straight and level. This reduces fatigue and enhances overall flight safety, particularly during longer flights. While trim does play a role in the overall handling qualities of an aircraft, it is not specifically designed to enhance speed, increase maneuverability, or stabilize fuel flow. Hence, the primary function of the trim system is to make flying easier by reducing the pilot's workload.

3. According to specifications, what oil grade should be used after oil consumption has stabilized?

- A. SAE 20W-50
- B. MIL-L-22851**
- C. SAE 15W-40
- D. API SM

The correct choice is based on the recommended lubricating oil specifications for certain aircraft engines, particularly in the context of aviation applications. MIL-L-22851 refers to a military specification defining a specific type of aviation oil designed for use in aircraft engines. This specification ensures that the oil meets exacting performance standards, especially in varying temperature conditions and operational stresses that such engines experience. Using oil that adheres to this specification will provide the necessary lubrication and protection needed for engine longevity and performance. Turning to the other options, while SAE grades such as 20W-50 and 15W-40 are commonly used in automotive contexts and may also be suitable for some light aircraft under certain conditions, they do not specifically indicate compliance with aviation standards like MIL-L-22851 does. API SM is a designation that relates to oil performance standards for various automotive engines but is not specific to the aviation requirements needed for Cessna 152 and similar aircraft. Each of these alternatives may serve a purpose, but only MIL-L-22851 is tailored to the aviation context in which stability of oil consumption is a concern. This ensures optimal performance in flight operations.

4. What is the maximum allowable oil pressure in psi for the engine of the Cessna 152?

- A. 120 psi
- B. 110 psi
- C. 105 psi
- D. 115 psi**

The maximum allowable oil pressure for the engine of the Cessna 152 is 115 psi. Maintaining proper oil pressure is crucial for engine operation, as it ensures that the engine components are adequately lubricated to prevent wear and overheating. Oil pressure is monitored through the aircraft's engine gauges, and exceeding the maximum specified pressure could indicate a malfunction or blockage in the oil system, which can lead to engine damage. In the context of engine performance, the Cessna 152 is designed with specific tolerances for oil pressure, and adhering to these specifications is critical for safety and operational efficiency. Understanding the maximum allowable parameters helps pilots ensure that the aircraft is functioning correctly and to address any anomalies during pre-flight checks and routine inspections.

5. What is the Center of Gravity range for the Cessna 152?

- A. 30.0 Inches - 35.0 Inches
- B. 31.0 Inches - 36.5 Inches**
- C. 32.0 Inches - 37.0 Inches
- D. 29.5 Inches - 34.5 Inches

The correct range for the Center of Gravity (CG) of the Cessna 152 is indeed from 31.0 inches to 36.5 inches. This range is crucial for the safe and efficient operation of the aircraft, ensuring stability and control during flight. Understanding the CG range is fundamental for pilots because it affects the aircraft's handling characteristics. If the CG is located outside this specified range, the aircraft may experience difficulty in controlling pitch behavior, which can lead to adverse flight conditions, particularly during takeoff and landing. This specific range is established based on the aircraft's weight distribution and design. Keeping the CG within this range helps ensure that the aircraft performs optimally, with the balance necessary for effective control during all phases of flight. Pilots must regularly check their load configurations to maintain the CG within these limits for safe operation.

6. What does the term "Vx" refer to in aviation?

- A. Best rate of climb speed
- B. Best angle of climb speed**
- C. Best glide speed
- D. Stall speed in level flight

The term "Vx" refers to the best angle of climb speed. This is the airspeed at which an aircraft will gain the greatest altitude over the shortest horizontal distance. Pilots use this speed in situations where it is necessary to clear obstacles during takeoff or immediately after takeoff. When flying at Vx, the aircraft's lift-to-drag ratio is optimized for climbing over an obstacle, making it particularly useful in scenarios where impaired visibility or terrain requires immediate elevation. It is critical for pilots to be familiar with Vx and how to achieve and maintain this speed to ensure safe and effective obstacle clearance during flight operations.

7. At 4000 feet, what is the tachometer reading range for the Cessna 152?

- A. 1800-2400 RPM
- B. 1900-2450 RPM**
- C. 2000-2500 RPM
- D. 2100-2550 RPM

The correct tachometer reading range for the Cessna 152 at 4000 feet is 1900-2450 RPM. This range is specified to ensure optimal engine performance during various stages of flight, including takeoff, climb, and cruise. Maintaining the engine RPM within this range helps to prevent overheating and ensures the engine operates efficiently and reliably. Operating at or below the specified minimum of 1900 RPM helps ensure that the engine is adequately lubricated while also providing enough power for safe flight operations. The upper limit of 2450 RPM is designed to avoid excessive wear and potential damage to the engine. The other ranges provided do not align with the manufacturer's recommended operating parameters for the Cessna 152 at this altitude. Proper adherence to these specifications is essential for safety and the longevity of the aircraft's engine.

8. Which answer gives the correct range of the normal operating oil pressure for Cessna 152 in pounds per square inch?

- A. 40-80 psi
- B. 50-90 psi
- C. 60-90 psi**
- D. 70-100 psi

The range of normal operating oil pressure for a Cessna 152 is indeed between 60 and 90 pounds per square inch (psi). This operating range is crucial for maintaining the engine's health and ensuring it operates efficiently. Oil pressure is vital as it lubricates the engine components, reducing friction and wear while also helping to cool the engine. If the oil pressure falls below the normal operating range, it may indicate insufficient lubrication, which can lead to increased wear and potential engine failure due to overheating or seize. Conversely, oil pressure readings that exceed this range may suggest possible issues such as a clogged oil filter or overheating, which can also damage the engine. Therefore, maintaining the oil pressure within the specified 60 to 90 psi range is essential for safe flight operations and the longevity of the aircraft's engine. Understanding and monitoring these parameters helps ensure pilots can react to potential mechanical issues promptly.

9. Explain the significance of the altimeter setting.

- A. It determines the aircraft's speed
- B. It calculates fuel consumption rates
- C. It calibrates altitude readings to local sea level pressure**
- D. It indicates engine temperature

The significance of the altimeter setting lies in its function to calibrate altitude readings to local sea level pressure. Altimeters measure altitude by comparing the atmospheric pressure outside the aircraft to a pre-determined standard pressure at sea level (29.92 inches of mercury or 1013.25 hPa). When flying, pilots adjust their altimeter to the local air pressure at sea level, which ensures that the altitude readings reflect the true height of the aircraft above sea level, rather than above the surface of the earth beneath it. This calibration is crucial for safe navigation and prevents issues like flying at an incorrect altitude, which can lead to dangerous encounters with terrain or other aircraft. By using the correct local altimeter setting, pilots ensure they maintain safe vertical separation from the ground and other air traffic, especially in varying weather conditions where pressure can significantly change. Other options do not relate to the function of the altimeter. For instance, the aircraft's speed is determined by the indicated airspeed, which is entirely separate from altitude. Fuel consumption is calculated through different parameters such as engine performance and flight profiles, and engine temperature is monitored by specific engine instruments, not the altimeter. Hence, the correct understanding points directly to the calibration of altitude measurements relative to local

10. What is the best maneuvering speed (V_a) for the Cessna 152?

- A. 90 KIAS
- B. 104 KIAS**
- C. 110 KIAS
- D. 120 KIAS

The best maneuvering speed (V_a) for the Cessna 152 is 104 KIAS. This speed is crucial for the safety and control of the aircraft, particularly during turbulence or when executing abrupt maneuvers. V_a represents the maximum speed at which the aircraft can safely maneuver without risking structural damage if full deflection of the control surfaces is applied. At this speed, any sudden control inputs will allow the aircraft to stall before exceeding its load limit, thus providing a margin of safety in turbulent conditions. Flight at this speed is particularly important during training, where students may experiment with turns and other maneuvers. Understanding this speed helps pilots make informed decisions about when to safely perform certain flight operations without exceeding the aircraft's performance limitations.

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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://caapppleqccessna152.examzify.com>

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

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