

CESSNA 152 PILOT'S OPERATING HANDBOOK (POH) 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.

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. Why is it important to maintain the CG within its approved envelope during flight?**
 - A. For safe stability and controllability margins.
 - B. To minimize fuel usage.
 - C. To reduce cabin noise.
 - D. To simplify navigation.

- 2. The 12 knot crosswind figure is described as what?**
 - A. 12 knots is an operating limit
 - B. 12 knots is a recommended value
 - C. 12 knots is a typical operating speed
 - D. Maximum demonstrated crosswind component (not a limitation)

- 3. What is the maximum mass that can be loaded in baggage area 1?**
 - A. 120 lbs
 - B. 40 lbs
 - C. 60 lbs
 - D. 80 lbs

- 4. What should the pilot use to ensure the latest flight procedures and limits are being followed?**
 - A. The most current edition indicated by revision dates.
 - B. There is no revision history.
 - C. Revision control is shown only on the cover page.
 - D. Revision is indicated by pilot's signature.

- 5. Which term describes the air intake characteristics of the Lycoming O-235-N2C engine?**
 - A. Turbocharged
 - B. Normally-aspirated
 - C. Intercooled
 - D. Supercharged

- 6. Where are stall speeds and other V speeds typically listed?**
- A. In the Limitations section under Airspeed Limitations or V Speeds.
 - B. In the Weight and Balance section.
 - C. In the Emergency Procedures section.
 - D. In the Performance section.
- 7. What kind of engines does the Cessna 152 have?**
- A. Lycoming IO-360
 - B. Avco Lycoming O-235-N2C (108 BHP at 2550 RPM)
 - C. Continental O-200
 - D. Lycoming O-320
- 8. Where are maximum gross weight and center of gravity (CG) limits communicated in the POH?**
- A. The Limitations section under Airspeed Limitations.
 - B. The Weight and Balance section.
 - C. The Emergency Procedures section.
 - D. The Performance section.
- 9. Power-off stall speed with flaps UP is which value?**
- A. 52 KIAS
 - B. 60 KIAS
 - C. 48 KIAS
 - D. 45 KIAS
- 10. At what speeds will the stall horn sound?**
- A. 5 - 10 kts above stall speed in all flight conditions
 - B. At stall speed
 - C. 10 - 15 kts above stall speed
 - D. Only during landing

Answers

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

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Explanations

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1. Why is it important to maintain the CG within its approved envelope during flight?

A. For safe stability and controllability margins.

B. To minimize fuel usage.

C. To reduce cabin noise.

D. To simplify navigation.

Maintaining the center of gravity within its approved envelope ensures safe stability and controllability margins. The airplane's longitudinal stability and the effectiveness of the elevator are designed around that weight distribution. When the CG is inside the certified range, you can expect predictable handling in all phases of flight, including the ability to recover from unusual attitudes and to manage stalls safely. If the CG moves outside the envelope, elevator authority and stability can be compromised, making the aircraft harder to control or recover, and stall behavior can become unpredictable. Loading the airplane (passengers, baggage, fuel) must be kept within these limits to preserve those handling characteristics. This is not primarily about fuel efficiency, cabin noise, or navigation; it's about keeping the aircraft aerodynamically and structurally behaved under all normal operations.

2. The 12 knot crosswind figure is described as what?

A. 12 knots is an operating limit

B. 12 knots is a recommended value

C. 12 knots is a typical operating speed

D. Maximum demonstrated crosswind component (not a limitation)

The figure is the maximum demonstrated crosswind component. This means the airplane has been tested and demonstrated to be controllable during takeoffs and landings with up to 12 knots of crosswind under the specific test conditions used (weight, center of gravity, flap setting, and configuration). It is not a limitation or a guaranteed operating value for all situations, nor is it a normal operating speed. It simply shows the crosswind level the manufacturer tested and can reasonably expect to be manageable, not a hard legal limit. In actual flight, performance beyond that value isn't guaranteed and should be approached with caution, taking into account weight, runway conditions, and pilot technique.

3. What is the maximum mass that can be loaded in baggage area 1?

A. 120 lbs

B. 40 lbs

C. 60 lbs

D. 80 lbs

Placing weight in the aircraft is controlled by weight and balance. Each baggage compartment has a stated maximum load to keep the airplane's center of gravity within the approved range for all loading configurations. For Cessna 152 baggage area 1, the maximum allowable load is 120 pounds. This limit prevents the CG from moving outside the permitted envelope and affecting stability and controllability. So, the most you can load into baggage area 1 is 120 pounds. (If you need more, you would have to distribute weight into other baggage areas within their limits and maintain the overall balance.)

4. What should the pilot use to ensure the latest flight procedures and limits are being followed?

- A. The most current edition indicated by revision dates.**
- B. There is no revision history.
- C. Revision control is shown only on the cover page.
- D. Revision is indicated by pilot's signature.

Always refer to the most current edition of the POH, as indicated by revision dates. Those dates point to the exact version that contains the latest flight procedures, performance data, and operating limits. Using the current edition ensures you're following up-to-date guidance, including any changes to limits or procedures. Relying on an older copy could mean using outdated numbers or instructions. Revision history is part of the document and used to confirm currency; updates are not shown only on the cover page, and a pilot's signature does not indicate that the data have been revised.

5. Which term describes the air intake characteristics of the Lycoming O-235-N2C engine?

- A. Turbocharged
- B. Normally-aspirated**
- C. Intercooled
- D. Supercharged

The air intake characteristics describe whether the engine breathes air at atmospheric pressure or has forced induction to push more air into the cylinders. The Lycoming O-235-N2C is normally aspirated, meaning it relies on ambient atmospheric air without any turbocharger or supercharger to compress the intake air. There's no intercooler in this setup because there's no compressed air to cool. As a result, intake air density decreases with altitude, causing power loss compared to engines that use forced induction to maintain higher manifold pressures at altitude.

6. Where are stall speeds and other V speeds typically listed?

- A. In the Limitations section under Airspeed Limitations or V Speeds.**
- B. In the Weight and Balance section.
- C. In the Emergency Procedures section.
- D. In the Performance section.

V speeds are defined limits for safe airplane operation and are listed where the aircraft's operating constraints are shown. They belong in the Limitations section under Airspeed Limitations or V Speeds because they are boundaries you must not exceed (or, for minimum speeds like stall speed, you must not go below) to maintain controllability and structural integrity. Stall speed is given for the specific configuration (weight, flap setting, etc.) so you know the minimum capable speed before a stall would occur. Other V speeds such as never-exceed speed or maneuvering/rotation speeds are also included as essential limits in the same place. Weight and Balance covers weight and CG limits, Emergency Procedures covers abnormal procedures, and Performance sections provide data like takeoff/landing performance and related speeds, but the official V speeds are listed in the Limitations.

7. What kind of engines does the Cessna 152 have?

- A. Lycoming IO-360
- B. Avco Lycoming O-235-N2C (108 BHP at 2550 RPM)**
- C. Continental O-200
- D. Lycoming O-320

The engine in the Cessna 152 is a small Lycoming powerplant from the O-235 family, specifically the Avco Lycoming O-235-N2C, rated at about 108 horsepower at 2550 RPM. This combination fits the light airframe of the 152, providing enough power for safe takeoffs and climbs while keeping fuel use and weight reasonable. The other options describe larger or different-brand engines that aren't used in the 152, so they don't match the aircraft's typical installation.

8. Where are maximum gross weight and center of gravity (CG) limits communicated in the POH?

- A. The Limitations section under Airspeed Limitations.
- B. The Weight and Balance section.**
- C. The Emergency Procedures section.
- D. The Performance section.

Weight and balance data define the airplane's loading envelope, including how much weight you can carry and where that weight is allowed to be located. In the POH, the section that covers this data provides the maximum gross weight, the CG limits (forward and aft), and the moment/arm information you need to compute the airplane's balance for any loading scenario. This makes it the go-to source for determining whether a given load is within safe, certified limits before flight. The other sections serve different purposes: airspeed limitations tell you speed restrictions, emergency procedures outline actions to take in an abnormal situation, and the performance section shows how weight and balance affect takeoff, landing, and climb performance but does not itself state the fixed maximum weight or CG limits.

9. Power-off stall speed with flaps UP is which value?

- A. 52 KIAS
- B. 60 KIAS
- C. 48 KIAS**
- D. 45 KIAS

Power-off stall speed with flaps up is the stall speed in the clean configuration when power is reduced to idle and the wing is about to stall. It represents the aerodynamic limit you'd reach during a power-off descent as you approach a landing without extending flaps. For the Cessna 152, the published value in the POH for this configuration is about 48 KIAS. This speed is higher than the stall speed with flaps down, because extending flaps increases lift and lets the wing stall at a lower airspeed. So 48 KIAS is the correct value to memorize for a power-off stall with flaps up.

10. At what speeds will the stall horn sound?

A. 5 - 10 kts above stall speed in all flight conditions

B. At stall speed

C. 10 - 15 kts above stall speed

D. Only during landing

The stall warning horn is designed to alert you before you actually stall by sounding at a small margin above the stall speed so you have time to recover. In a Cessna 152, that margin is typically about 5 to 10 knots above the stall speed, and it remains active across normal variations in weight, configuration, and flight condition. This means you'll hear the horn while you're still above the stall speed, giving you a head start to lower the nose or add power, rather than waiting until you're right at the stall. It isn't only active during landing, nor is it tied to a fixed speed like the stall speed itself or much higher margins; the intended behavior is to warn you a little above stall in all slow-flight situations.

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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://cessna152poh.examzify.com>

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

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