**CESSNA 152 QUIZZES**

**OPTION 1: GENERAL DESCRIPTION**

1. What type of wing configuration is the CESSNA 152?

A. LOW WING

B. HIGH WING

C. MID WING

2. What is the standard total fuel capacity of the CESSNA 152?

A.26 GAL

B.25.2 GAL

C.26.6 GAL

3. Is the CESSNA 152 equipped with fixed [tricycle landing gear](https://en.wikipedia.org/wiki/Tricycle_gear)?

A. YES

B. NO

**OPTION 2: FUSELAGE**

1. Located in the cabin top, may be installed These windows are one-piece. acrylic plastic panels set in sealing strips and held in place by retaining strips.

1. **OVERHEAD CABIN WINDOWS**
2. CABIN DOOR
3. SAFETY BELTS

2. Consist of individual chair units for the pilot and co-pilot positions with fore-and-aft adjustment on seat rails and two position adjustable backs. Optional pilot and co-pilot seats feature a fore-and-aft adjustment plus a 3-position vertical adjustment.

1. SHOULDER HARNESS
2. GLIDER TOW-HOOK
3. **STANDARD SEATS**

3.  Are held in place by rubber cement, sheet metal screws, and retaining strips. When fitting a new carpet. use the old one as a pattern for trimming and marking screw holes

A. CABIN DOOR WEATHERSTRIP

B. OVERHEAD WINDOW

C. **CARPETING**

4.  Reel allows free movement for the seat occupant but will lock when subjected to a sudden load. The proper operation of the reel can be checked by applying a quick jerk to the belt. the inertia reel should lock and hold.

A. **INERTIA REEL SHOULDER HARNESS**

B. MOVABLE WINDOW

C. LATCHES

5.  Is permanently bolted to the cabin structure and has no adjustment provisions. The seat structure is mounted on hinge brackets with pivot bolts. thus allowing the seat to be pivoted upward for more baggage area.

A. LOCK

B. **AUXILIARY SEAT**

C. SAFETY BELTS

**OPTION 3: WINGS AND EMPENNAGE**

1.  Is primarily of metal construction, consisting of ribs and spars covered with skin are ABS or glass fiber construction. Hinge brackets at the rear fin spar attach the rudder.

1. **FIN**
2. WING STRUTS
3. WINGS

2.  Equipped with two extruded rubber abrasion boots, one on the leading edge of each horizontal stabilizer. These boots are installed to protect the stabilizer leading edge from damage caused by rocks thrown back by the propeller.

1. STABILIZER ABRASION BOOTS
2. WINGS
3. HORIZONTAL STABILIZER

3.  Has a single lift strut that transmits a part of the wing load to the lower portion of the fuselage. The strut consists of a streamlined tube with fittings for attachment at the fuselage and wing.

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A. WING STRUT

B. HORIZONTAL STABILIZER

C. FIN

4.  A Semi-monocoque type, with two main spars and suitable ribs for the attachment of the skin panels, are riveted to ribs. spars and stringers to complete the structure. An all-metal. piano-hinged aileron. flaps and a detachable wingtip are mounted on each wing assembly.

1. STABILIZER ABRASION BOOTS
2. **WINGS**
3. FIN

5. Consisting of ribs and spars covered with skin. Stabilizer tips are of ABS construction. A formed metal leading edge is riveted to the assembly to complete the structure.

1. STABILIZER ABRASION
2. HORIZONTAL STABILIZER.
3. WING STRUTS

**OPTION 4: LANDING GEAR. BRAKES AND HYDRAULIC SYSTEM**

1. Equipped with a fixed tricycle landing gear, consisting of tubular spring-steel main gear struts, and an air/oil steerable nose gear shock strut.
2. LANDING GEAR
3. TORQUE LINKS
4. MAIN LANDING GEAR
5. What part of the CESSNA 152 is in the picture:



1. LANDING GEAR COWLING
2. NOSE GEAR.
3. **MAIN LANDING GEAR FAIRINGS**

3.  Consists of a control knob on the instrument panel which is connected to the linkage at the brake master cylinders. At the brake master cylinders, the control operates locking plates that trap pressure in the system after the master cylinder piston rods have been depressed by the operation of the rudder pedals.

A. **PARKING BRAKE SYSTEM**

B. SHIMMY DAMPER.

C. BRAKE MASTER CYLINDERS

4.  Consists of two master cylinders. located immediately forward of the pilot's rudder pedals. brake lines and hose connecting each master cylinder to its wheel brake cylinder. and the single-disc.

1. NOSE GEAR
2. **BRAKE SYSTEM.**
3. BRAKE MASTER CYLINDERS

5. Is accomplished through the use of the rudder pedals. Spring-loaded steering rod assemblies connect the nose gear steering collar to the arms on the rudder bars. Steering is afforded up to approximately 10 degrees on each side of neutral

1. **NOSE WHEEL STEERING SYSTEM**
2. NOSE GEAR.
3. WHEEL BRAKE ASSEMBLIES

**OPTION 5 FLIGHT CONTROL SYSTEM**

**1**. Is comprised of an electric motor and transmission assembly, drive pulleys, push-pull rods, cables and a follow-up control. Power from the motor and transmission assembly is transmitted to the flaps by a system of drive pulleys, cables, and push-pull rods.

1. STABILIZER CONTROL SYSTEM
2. WING FLAP CONTROL SYSTEM
3. FLAPS

2.  Consists of a sheathed cable assembly. pointers and micro switches. One end of the cable is attached to the flap operating the switch operating arm. The other end is clamped to the flap direct cable, above the headliner in the rear cabin area.

1. FLAPS
2. WING FLAP CONTROL SYSTEM
3. FLAP FOLLOW-UP AND INDICATING SYSTEM

3.  Are control surfaces attached to the trailing edge of the wings, near the wingtip, that control the aircraft about its longitudinal axis allowing the aircraft to "roll" or "bank".

A. AILERONS

B. HORIZONTAL STABILIZER.

C. WING FLAP CONTROL SYSTEM

**4**. Used to pitch the aircraft up and down by creating a load on the tail. The aircraft pitch attitude is controlled by changing the deflection of the elevator, creating a load on the tail. The elevators control the angle of attack of the wings.

1. **ELEVATORS**
2. WINGS
3. TRIM TAB

5. What part of the flight control system is in the picture:



1. TRIM TAB
2. RUDDER
3. ELEVATORS

6. Located at the pilot's feet, control the rudder as well as aircraft steering on the ground, either directly or indirectly. Rudders may have yaw dampeners which reduce sensitivity and ease control for the pilot

A. FLIGHT CONTROL PEDALS

B. RUDDER PEDALS

C. RUDDER

7. Consists of two control wheels, one for the pilot and one for the co-pilot, attached to columns and linked by universal joints to the control "U" located behind the instrument panel. Lateral rotation of either control wheel is transmitted to the ailerons, one per wing, via a series of sprockets. chains, pulleys, cables, bell cranks, and push-pull tubes.

1. **AILERON CONTROL SYSTEM**
2. AILERON
3. RUDDER CONTROL SYSTEM

8. Are precision-engineered to combine quiet operation with a non-hydraulic, maintenance-free design. The unit is corrosion free, ensures very accurate tab positioning, and provides maximum lift force.

1. ELEVATOR TRIM CONTROL SYSTEM
2. **TRIM TAB ACTUATOR**
3. WING STRUTS

9. A part of the flight control system that controls the direction (left or right) of "yaw" about an airplane's vertical axis.



A. STABILIZER ABRASION BOOTS

B. RUDDER.

C. WINGS

10. The lever assembly is mounted on the center console structure and utilizes a pin to positively lock the trim system in any of the 3 positions left or right of the center of the "neutral' trim position. The lever also serves as the trim position indicator.

1. TRIM TAB CONTROL WHEEL
2. RUDDER TRIM CONTROL SYSTEM
3. ELEVATOR TRIM CONTROL SYSTEM

**OPTION 6 ENGINE**

**1**. Consists of upper and lower cowl segments and a nose cap. A large access door on the right side of the upper cowl provides access to the fuel strainer drain oil filler cap and dipstick. A small access door on the left side of the upper cowl permits access to the ground service receptacle.

A. ENGINE HOOD.

B. ENGINE COWLING.

C. ENGINE MOUNT

**2.** Sheet metal installed on the engine directs the cooling airflow around the cylinders and other engine components to provide optimum engine cooling. These baffles incorporate rubber-asbestos composition seals at points of contact with the engine cowling to help confine and direct cooling air to the desired area

1. INDUCTION AIR SYSTEM
2. AIRCRAFT EXHAUST SYSTEM
3. BAFFLES

3. The bonded rubber and metal shock mounts are designed to reduce the transmission of engine vibrations to the airframe.

A. ENGINE MOUNT.

B. ENGINE OIL SYSTEM

C. ENGINE SHOCK-MOUNT PADS

4.  A single-barrel float-type up-draft carburetor is installed on the engine. The carburetor is equipped with a manual mixture control and an idle cut-off.

A. ENGINE OIL SYSTEM

B. ENGINE FUEL SYSTEM

C. STARTING SYSTEM

5.  The throttle, mixture, and carburetor heat controls are of the push-pull type. The mixture control is equipped to lock in any position desired. To move the control, the spring-loaded button, located at the end of the control knob, must be depressed. When the button is released, the control is locked. The mixture control also has a Vernier adjustment. Turning the knob in either direction will change the control setting.

1. IGNITION SYSTEM
2. ENGINE CONTROLS
3. STARTING SYSTEM

**OPTION 7 FUEL SYSTEM**

1.  Is gravity fed from the metal wing tanks, through a shutoff valve and a fuel strainer, to the carburetor.

A. FUEL

B. FUEL VENT

C. FUEL BAYS TANK

**2.**  Is comprised of a manually-operated pump located on the instrument panel. and lines to all engine cylinders. Operation of the pump plunger forces fuel directly into the engine cylinders.

1. FUEL STRAINER.
2. PRIMING SYSTEM
3. AUXILIARY ELECTRIC FUEL PUMP

3.  A fuel drain is located between:

A. THE SHUTOFF VALVE AND STRAINER

B. THE SELECTOR VALVE AND VENT

C. THE CARBURATOR AND STRAINER

4 Is installed in the outboard end of the left fuel cell and extends overboard down through the lower wing skin. The inboard end of the \_\_\_\_\_ extends into the fuel tank, then forward and slightly upward.

A. VENT LINE

B. FUEL VENT

C.FUEL SELECTOR VALVE

5 A rigid metal tank is installed in the inboard panel of each wing. The standard range tank is shown. The long-range tank is similar except in capacity. Sump drain plugs or valves, one in each tank, are provided for draining trapped water and sediment.

1. FUEL TANK
2. PRIMING SYSTEM
3. FUEL AUXILIARY SYSTEM

**OPTION 9 UTILITY SYSTEMS**

1. Consists of the heat exchange section of the exhaust muffler. a shut-off valve mounted on the right forward side of the firewall. a push-pull control on the instrument panel. outlets and flexible ducting connecting the system.

A.  HEATING SYSTEM

B. DEFROSTER SYSTEM.

C. VENTILATING SYSTEM

2.   Is comprised of an air scoop mounted in the inboard leading edge of each wing, an adjustable ventilator mounted on each side of the cabin near the upper corners of the windshield, a fresh air scoop door mounted on the right side of the fuselage, a control knob on the instrument panel. and flexible ducting connecting the system.

1. DEFROSTER SYSTEM
2. VENTILATING SYSTEM
3. HEATING SYSTEM

3.  Consists of the duct across the aft side of the firewall, and a defroster outlet mounted on the left side of the cowl deck. immediately aft of the windshield, and flexible ducting connecting the system.

A. **DEFROSTER SYSTEM**

B. VENTILATING SYSTEM

C. NONE OF THE ABOVE

**OPTION 10 INSTRUMENTS AND INSTRUMENT SYSTEMS**

1. What instrument panel is shown in this picture:



A. TURN INDICATOR

B. ACCELEROMETER.

C. TRUE AIRSPEED INDICATOR

2 . Conveys ram air pressure to determine an aircraft's [airspeed](https://en.wikipedia.org/wiki/Airspeed), [Mach number](https://en.wikipedia.org/wiki/Mach_number), [altitude](https://en.wikipedia.org/wiki/Altitude), and [altitude trend](https://en.wikipedia.org/wiki/Vertical_speed_indicator). static line sump is installed at the source button to collect condensation in the system.

1. PITOT AND STATIC SYSTEMS.
2. INSTRUMENT PANELS
3. PANEL ENCODING SYSTEM

3.   Consists of a stationary panel and a shock-mounted panel. The stationary panel contains fuel and engine instruments that are NOT sensitive to vibration. The shock-mounted panel contains major flight instruments such as horizontal and directional gyros which ARE affected by vibration. Most of the instruments are screw-mounted on the panel backs.

A. INSTRUMENT PANEL.

B. INSTRUMENTAL PANELS

C. INDICATOR PANEL

4. The system consists of a vacuum pump, driven by an electric motor, mounted on the aft side of the firewall and associated hoses. One hose is the vacuum pump vent hose and the other connects to a manifold with the engine-driven vacuum pump, just prior to the system relief valve.

A. STANDBY VACUUM SYSTEM

B. ENGINE INDICATORS

C. ECONOMY MIXTURE INDICATOR

5. Is an exhaust gas temperature (EGT) sensing device that is used to aid the pilot in selecting the most desirable fuel-air mixture for cruising flight at less than 75% power. Exhaust gas temperature (EGT) varies with the ratio of the fuel-to-air mixture entering the engine cylinders.

1. STANDBY VACUUM SYSTEM
2. **ECONOMY MIXTURE INDICATOR**
3. **ENGINE QUANTITY INDICATING METER**

6. Is liquid-filled with expansion provisions to compensate for temperature changes. It is equipped with compensating cases. The \_\_\_\_\_\_ is internally lighted and controlled by the panel lights rheostat No maintenance is required on the compass except for a check on a compass rose every 200 hours for adjustment.

1. MAGNETIC COMPASS
2. TACHOMETER
3. TEMPERATURE METER

7.  System is composed of the left leading edge. connected to a reed-type horn by means of plastic tubing. The horn Is actuated approximately 5 to 10 knots above stalling speed as a negative air pressure area at the wing leading edge causes a reverse flow of air through the horn.

1. STALL WARNING SYSTEM
2. STANDBY VACUUM SYSTEM
3. TACHOMETER

**OPTION 11 ELECTRICAL SYSTEM**

1. Is a self-contained, solid-state unit, having its own power supply, with an externally mounted antenna. The unit is mounted in the tail cone aft of the baggage curtain on the right-hand side. The transmitters are designed to provide a broadcast tone that is audio-modulated in a swept manner over the range of 1600 to 300 Hz in a distinct, easily cognizable distress signal for reception by search and rescue personnel and others monitoring the emergency frequencies.

A. EMERGENCY LOCATOR TRANSMITTER

B. BLACK BOX

C. RAM AIR TURBINE

**2.**  Supplies to the Electrical power for electrical equipment and electronic installations, it is interconnected by a jumper wire and attached to the circuit breaker on the lower, center of the instrument panel.

1. BUS BAR
2. MASTER SWITCH
3. ELECTRICAL PANEL

3. Is a plunger type and is actuated by turning on the master switch. The contactor is bolted to the left-hand side of the firewall A silicon diode is installed to eliminate the spiking of transistorized radio equipment when the contactor is closed. Nylon covers are installed on the terminals to prevent accidental short circuits.

A. **BATTERY CONTACTOR.**

B. ALTERNATOR

C. RAM AIR TURBINE

4. Is a solid state regulator. The regulator is removed and replaces the item and is not repairable in the field for adjustment

A. VOLTAGE REGULATOR

B. ALTERNATOR

C. GROUND SERVICE RECEPTACLE

5.  Consists of a belt-driven alternator, a voltage regulator/ alternator control unit mounted on the left-hand side of the firewall, and a circuit breaker located on the instrument panel. The system is controlled by the left-hand portion of the split rocker, master switch labeled "ALT."

1. ALTERNATOR
2. ALTERNATOR POWER SYSTEM
3. EMERGENCY LOCATOR TRANSMITTER

6. An electrical heater unit may be installed in the pitot tube. The heater offsets the possibility of ice formation on the pitot tube. The heater is integrally mounted in the pitot tube and is operated by a rocker switch on the instrument panel.

A. PITOT TUBE

B. NONE OF THE ABOVE

C. PITOT HEATER

7**.**  The meter indicates the amount of current flowing either to or from the battery. With a low battery and the engine operating at cruise speed, the ammeter will show the full alternator output when all electrical equipment is off.

1. ELECTRICAL VOLTAGE METER
2. AMMETER
3. BATTERY BOX

8.  Is a plunger type and is actuated by turning on the master switch. The contactor is bolted to the left-hand side of the firewall A silicon diode is installed to eliminate the spiking of transistorized radio equipment when the contactor is closed. Nylon covers are installed on the terminals to prevent accidental short circuits.

A. **BATTERY CONTACTOR**

B. BATTERY

C. NONE OF THE ABOVE

9.  A ground service receptacle may be installed to permit the use of external power for cold weather starting or when performing lengthy electrical maintenance. The receptacle is mounted on the left-hand side of the firewall with an access door in the engine cowl.

A.COMPASS AND RADIO DIAL LIGHTING.

B. COURTESY LIGHTS

C. FUEL SELECTOR VALVE

D. BOTH A AND B

10. System consists of a belt-driven alternator, a voltage regulator/ alternator control unit, mounted on the left-hand side of the firewall, and a circuit breaker located on the instrument panel. The system is controlled by the left-hand portion of the split rocker

1. MAGNETO
2. **ALTERNATOR POWER SYSTEM**
3. BATTERY CONTACTOR CLOSING CIRCUIT

**OPTION 12 AIRCRAFT LIGHTING SYSTEM**

1. Is attached to the vertical fin tip. The lamp is iodine-vapor electrically switched by a solid-state flasher assembly The flasher assembly is mounted in the aft section of the tail cone. The switching frequency of the flasher assembly operates the lamp at approximately 45 flashes per minute

A. FLASHING BEACON

B. LANDING AND TAXI LIGHT

C. NAVIGATION LIGHTS

2. Are attached to the wing tips and the aft end of the vertical fin tip. The lamps are controlled by a rocker-type switch located on the instrument panel. A circuit breaker is installed to protect the circuit.

1. NAVIGATION LIGHTS.
2. MAP LIGHT
3. ANTI-COLLISION STROBE LIGHTS.

3.  Consist of landing and taxi lights. Navigation lights. Anti-collision strobe lights, flashing beacon lights, dome, and instrument lights. Control wheel map light, compass, and radio dial lights.

A. AIRCRAFT LIGHTING SYSTEM

B. LIGHTING SYSTEM

C. TRANSISTORIZED LIGHT DIMMING

4.  Installed each wing tip with the navigation lights. Strobe lights are vibration resistant and operate on the principle of a capacitor discharge into a xenon tube, producing an extremely high-intensity flash. Energy is supplied to the lights from individual power supplies mounted on each wing tip rib.

A. ANTI-COLLISION STROBE LIGHTS

B. FLASHING BEACON.

C. INSTRUMENT AND DOME LIGHTS

5.  Is mounted in the lower half of the engine cowl. This position facilitates the use of one lamp or both a landing and a taxi light. A light cover provides weather protection for the lamp. The landing and taxi light is controlled by a rocker-type switch located on the instrument panel A circuit breaker is used to protect the landing and taxi light circuit.

1. ANTI-COLLISION STROBE LIGHTS
2. LANDING AND TAXI LIGHT
3. INSTRUMENT AND DOME LIGHTS

6. Are installed in the overhead console. The dome light consists of a frosted lens and a single bulb controlled by a rocker switch on the instrument panel. The instrument flood light consists of a red lens and a single bulb controlled by a rheostat switch located on the instrument panel below the pilot's control wheel.

A. INSTRUMENT LIGHTS

B. TRANSISTORIZED LIGHT DIMMING

C. INSTRUMENT AND DOME LIGHTS

7.  Is mounted on the lower side of the control wheel. Light intensity is controlled by a thumb-operated rheostat. For dimming the rheostat should be turned clockwise.

1. INSTRUMENT AND DOME LIGHTS
2. CONTROL WHEEL MAP LIGHT
3. LANDING AND TAXI LIGHT