

VFC CHECK RIDE EXAM – Cessna 172SP

(Revised 2018-11-07)

NAME: _____

DATE: _____

QFI: _____

SCORE: _____

1. What is the usable fuel capacity for the C-172S? _____
2. How many fuel drains valves is the C-172S equipped with? _____
3. What RPM range should you see in a full throttle static run-up? _____
4. What is the maximum acceptable RPM drop per magneto? _____
5. What is the RPM limit for takeoff and continuous operations? _____
6. What is the maximum allowable takeoff weight for the C-172S? _____
7. At 4000' pressure ALT, what is the cruise power setting? _____ %BHP _____ RPM
8. What airspeed would you use for obstacle clearance? V _____ = _____ KIAS
9. What airspeed would you use to expedite climb to altitude? V _____ = _____ KIAS
10. How many nautical miles can the C-172S glide from 3000'? _____
11. Fuel is gravity fed from the wing fuel tanks to the three position fuel valve into the reservoir tank; detail the remaining flow of fuel to the cylinders: _____

12. The annunciator panel provides caution (amber) and warning (red) messages for the following systems: _____

13. Anytime fuel in the tank drops below approximately _____ gallons, and remains below this level for more than _____, the amber LOW FUEL message will flash on the annunciator panel for approximately _____, and then remain steady amber.
14. The stall speeds, with an without flaps, for the C-172S are:
V_{so} _____ KIAS V_s _____ KIAS
15. When fueling a Cessna 172S from 20 Gallons to 45 Gallons, a Pilot would request _____ Liters of fuel in each fuel tank, for a total of _____ Liters.
16. The maximum demonstrated crosswind velocity at 90° C-172S is: _____ KIAS.
17. What do you feel your personal 90° crosswind capabilities are? _____ KIAS
18. At 4000' PALT, what is the C-172S Range & Endurance at 65% Brake Horse Power:
Range _____ NM; Endurance: _____ HOURS
19. What is the anticipated true airspeed, and fuel consumption at 2000' PALT using your cruise power setting: _____ KTAS, _____ GPH.

20. The penalty for entering a Control Zone without clearance, or Mandatory Frequency (MF) area without establishing two-way contact is:

- a. A Civil Aviation Daily Occurrence Report.
- b. A monetary penalty.
- c. A temporary Licence Suspension.
- d. All of the above.

The Following questions require the use of a Vancouver VFR Terminal Area Chart.

21. A takeoff clearance from Victoria (CYYJ) Inner Tower clears the Pilot to climb to, and level off at an altitude of: _____ feet. Climbing through an altitude of _____ feet, the Pilot must automatically switch to Outer Tower on frequency: _____ in order to receive clearance to climb higher.

22. Departing the Victoria Airport (CYYJ) towards Boundary Bay (CZBB) at a planned cruising altitude of 5,500', besides CYYJ and CZBB Tower a Pilot could expect to contact _____.

23. On a scenic flight at 2000' eastbound from Nanaimo (CYCD) through Trincomali Channel towards Pender Island, 2 NM prior to crossing the 123°30' meridian of longitude you must establish contact on:

- a. 123.025 MHz - Duncan Common Frequency Area (CFA).
- b. 123.20 MHz - Island Traffic.
- c. 119.10 MHz - Victoria Tower.
- d. 127.80 MHz - Victoria Terminal.

24. Upon arrival in Victoria (CYYJ), after receiving the assigned arrival route from Victoria Outer Tower a Pilot shall maintain an altitude of: _____ feet. If unable to contact Victoria Inner Tower on frequency: _____ due to frequency congestion, a Pilot is expected to _____.

The Following questions require the use of a Vancouver VFR Navigation Chart.

25. Using a Vancouver VNC, the frequency to contact Campbell River Radio is: _____, and the Flight Information Services Enroute (FISE) frequency to contact Pacific Radio in Campbell River is: _____.

26. Upon arrival in Campbell River (CYBL), after broadcasting your intentions you receive no response from Campbell Radio; what should you do? _____