

**TRAVIS AERO CLUB OPEN BOOK TEST**  
**USAF T-41C (CESSNA R172E)**  
**01 JAN 2000**

*REFER TO USAF T-41C/D FLIGHT MANUAL, T.O. 1T-41C-1*

1. This airplane has an engine that is rated at \_\_\_\_ horsepower at \_\_\_\_ RPM.
  - a. 180/2700
  - b. 160/2700
  - c. 145/2700
  - d. 210/2800
  
2. Metering of fuel/air mixture to the engine is accomplished by means of a:
  - a. Carburetor
  - b. Fuel Injection System
  
3. Engine oil quantity is a maximum/minimum of \_\_\_\_ quarts.
  - a. 5/4
  - b. 8/6
  - c. 10/8
  - d. 6/5
  
4. The fuel quantity in gallons is: \_\_\_\_ total, \_\_\_\_ useable (all flight conditions), and (PA-28s only) \_\_\_\_ when filled to the tabs.
  - a. 36/34/20
  - b. 52/46
  - c. 50/48/34
  - d. 39/36
  
5. The **minimum** octane rating for the fuel is aviation grade \_\_\_\_ which is \_\_\_\_ in color.
  - a. 115, purple
  - b. 100, green or 100LL, blue
  - c. 80, red
  - d. JP4, clear
  
6. Use of carburetor heat on the ground for prolonged periods should be avoided because the air is unfiltered.
  - a. True
  - b. False
  - c. No carburetor heat installed in this aircraft.
  
7. The electric fuel pump should be “on” or “high” for the following operations:
  - a. Engine priming
  - b. Takeoff
  - c. Both A and B
  - d. Not applicable – fuel pump not installed
  
8. Maximum gross weight and maximum baggage weights are \_\_\_\_ and \_\_\_\_, respectively.
  - a. 2550/200
  - b. 2500/120
  - c. 2300/120
  - d. 2325/200

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9. The flap positions are \_\_\_\_ for operation and \_\_\_\_ to be used as an entrance step.
- 10/20/30 degrees and half down
  - 10/15/30 degrees and full down
  - 10/25/40 degrees and retracted
  - From 0 degrees to 40 degrees and are not
10. The electrical system includes a \_\_\_\_ volt battery and a \_\_\_\_ volt, \_\_\_\_ amperes alternator.
- 14/14/60
  - 12/14/60
  - 12/14/30
  - 12/12/30
11. The ammeter displays:
- Battery voltage
  - Load on the alternator
  - Current flow to/from battery
  - Battery amperage
12. The vacuum-driven flight instruments are as follows:
- Attitude Indicator and Turn Coordinator
  - Altimeter and Directional Gyro
  - Heading Indicator and Turn Coordinator
  - Attitude Indicator and Directional Gyro
13. During preflight inspection the fuel tanks should be *visually* checked to insure the required amount of fuel for the planned flight is aboard.
- True
  - False
14. When starting a flooded engine, the mixture control should be in what position?
- Doesn't matter
  - Full-rich
  - Idle cut-off
  - Half lean
15. Check the magnetos during run-up at \_\_\_\_ RPM. Differential drop should not exceed \_\_\_\_ RPM while max drop on either magneto is \_\_\_\_ RPM.
- 2000/50/50
  - 1700/75/125
  - 1800/50/150
  - 2000/50/175
16. The stall warning horn is typically activated at
- 10-20 knots/mph above stall speed
  - Stall speed
  - 5-10 knots/mph below stall speed
  - 5-10 knots/mph above stall speed

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17. With flaps retracted, power at idle and maximum gross weight, the aircraft should stall at \_\_\_\_ kias/mph with 0° bank \_\_\_\_ kias/mph at 30° bank.
- 50/54
  - 64/69
  - 53/57
  - 57/62
18. The mixture should always be leaned during cruise at 75% power or less and climb at altitudes above 5000 ft. MSL.
- True
  - False
19. The procedure for flying in turbulent air is as follows:
- Maintain fastest speed possible
  - Slow to below maneuvering speed and maintain altitude
  - Slow to below maneuvering speed and maintain level pitch attitude
  - Don't fly in turbulent air
20. Initial approach speed is \_\_\_\_ kias/mph (downwind speed for Cessnas) while final approach speed is \_\_\_\_ kias/mph with full flaps.
- 75/66
  - 85/70
  - 105/75
  - 70/63
21. The fuel selector should be on \_\_\_\_ fuel tank(s) prior to landing.
- The left
  - Both
  - The fullest
  - The right
22. For a normal takeoff, allow the aircraft to accelerate to \_\_\_\_ kias/mph, then ease back on the control wheel to establish the approximate pitch attitude for climb.
- 52-65
  - 50-60
  - 60
  - 45-55
23. After completing engine run-up and pre-takeoff check, the checklist should be:
- Placed under the seat
  - Put I the back seat
  - Stowed out of the way
  - Kept on the pilot's lap for quick access
24. At maximum gross weight, pressure altitude 5000 ft, 66°F, 0° flaps (10° for T-41C), and 10 knots headwind, the takeoff ground run and distance over a 50 ft obstacle should be \_\_\_\_ ft and \_\_\_\_ ft, respectively.
- 1249/1942
  - 1381/2728
  - 902/1485
  - 1012/2151

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25. At maximum gross weight, pressure altitude of 5000 ft, and standard temperature, the rate of climb should be \_\_\_\_ FPM.
- a. 610
  - b. 340
  - c. 620
  - d. 435
26. At maximum gross weight, pressure altitude of 5000 ft, standard day, and 70% power the airspeed should be \_\_\_\_ mpg and fuel consumption should be \_\_\_\_ gph.
- a. 130/9.0
  - b. 133/10.6
  - c. 128/8.4
  - d. 123/7.9
27. At maximum gross weight, full tanks, pressure altitude of 7500 ft, standard temperature, and 66% power, the range of the aircraft should be \_\_\_\_ (no reserve) and the endurance should be \_\_\_\_ (no reserve).
- a. 625/4.8
  - b. 590/4.9
  - c. 600/4.9
  - d. 610/4.6
28. At gross weight, pressure altitude of 5000 ft, standard conditions, 70% power will be obtained by setting the throttle to \_\_\_\_ RPM.
- a. 2650
  - b. 2700
  - c. 2490
  - d. 2500