

TYPE RATING QUESTIONS CESSNA 172

**NAME** **CAA NO. DATE**

**GENERAL**

BATTERY VOLTAGE:\_\_\_\_\_\_\_\_\_\_ TYRE PRESSURE: MAIN\_\_\_\_\_\_\_\_\_PSI NOSE\_\_\_\_\_\_\_\_\_PSI

TRIM TYPE (Aerodynamic, Screw jack etc.):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

LOAD FACTOR (NORM): Flaps up +\_\_\_\_\_\_\_\_-\_\_\_\_\_\_\_\_ Flaps down +\_\_\_\_\_\_\_\_-\_\_\_\_\_\_\_\_

AEROBATIC CAPABILITIES:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**WEIGHT LIMITATIONS**

MAUW:\_\_\_\_\_\_\_\_\_\_\_\_lbs. MAX BAGGAGE: Area 1\_\_\_\_\_\_\_\_\_\_lbs. Area 2\_\_\_\_\_\_\_\_\_\_lbs.

TOTAL Area 1 & 2:\_\_\_\_\_\_\_\_\_\_\_\_lbs.

**TK-OFF/LDG SPEEDS**

BEST ANGLE (Vx):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts **Short Field Take-off Flap:**\_\_\_\_\_\_\_\_\_\_⁰

BEST RATE (Vy):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts

NORMAL CLIMB:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts **Normal Take-off Flap:**\_\_\_\_\_\_\_\_\_\_⁰

NORMAL APPROACH:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts

SHORT FIELD APPROACH:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts **Short Field Landing Flap:**\_\_\_\_\_\_\_\_\_\_⁰

**SPEED LIMITATIONS**

MAX FLAP EXTENSION (Vfe):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts

MAX MANOEUVRING (Va):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts@\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_lbs.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts@\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_lbs.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts@\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_lbs.

MAX STRUCTURAL CRUISE (Vno):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts

NEVER EXCEED (Vne):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts

**OTHER SPEEDS**

BEST GLIDE:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts **Recommended Flap:**\_\_\_\_\_\_\_\_\_\_⁰

POOR VIS CONFIG:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts **Recommended Flap:**\_\_\_\_\_\_\_\_\_\_⁰

STALL CLEAN CONFIG (Vs1):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts

STALL LANDING CONFIG (Vs0):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts

MAX DEMONSTRATED X-WIND:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_kts

**ENGINE**

TYPE:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_MAX POWER:\_\_\_\_\_\_\_\_\_\_\_\_HP@\_\_\_\_\_\_\_\_\_\_\_\_RPM

MAG CHECK RPM:\_\_\_\_\_\_\_\_\_\_\_\_MAX RPM DROP:\_\_\_\_\_\_\_\_\_\_\_\_MAX DIFF:\_\_\_\_\_\_\_\_\_\_\_\_

SUCTION:\_\_\_\_\_\_\_\_\_\_TO\_\_\_\_\_\_\_\_\_\_IN-HG STATIC RPM MIN:\_\_\_\_\_\_\_\_\_\_MAX:\_\_\_\_\_\_\_\_\_\_

**FUEL SYSTEM**

TOTAL CAPACITY:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Litres

UNUSABLE:\_\_\_\_\_\_\_\_\_\_\_\_Litres

FUEL CONSUMPTION RATE:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Litres/Hour

NO. OF TANKS:\_\_\_\_\_\_\_\_\_\_\_\_TANK LOCATIONS:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

FUEL SELECTOR LOCATION:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

SELECTOR POSITIONS:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

NO. OF FUEL DRAINS:\_\_\_\_\_\_\_\_\_\_\_\_FUEL DRAIN LOCATIONS\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**OIL SYSTEM**

MINIMUM LEVEL:\_\_\_\_\_\_\_\_\_\_\_\_qt MAXIMUM LEVEL:\_\_\_\_\_\_\_\_\_\_\_\_qt

GRADE:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**CARB HEAT**

LOCATION:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_CARB HEAT POSITION FOR TAXIING:\_\_\_\_\_\_\_\_\_\_\_\_

TAKE-OFF:\_\_\_\_\_\_\_\_\_\_\_\_DESCENT:\_\_\_\_\_\_\_\_\_\_\_\_SHORT FINAL:\_\_\_\_\_\_\_\_\_\_\_\_

**RECOMMENDED POWER SETTINGS**

**TAKE-OFF:**

RPM:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**CLIMB:**

RPM:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**CRUISE:**

RPM:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**NORMAL DESCENT:**

RPM:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**PROCEDURES**

ENGINE FIRE DURING START:

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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LOW OIL PRESS & RINSING OIL TEMP:

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ELECTRICAL FIRE IN-FLIGHT:

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DITCHING (Smooth/Rough Water):

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BALKED LANDING (Go Around):

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