



Fort Langley Air Ltd Cessna 180 Type Exam

1. The maximum take-off weight on land and water is:

- A: 3190
- B: 2800
- C: 2950
- D: 2820

2. Minimum oil level to operate is:

- A: 12 Quarts
- B: 7 Quarts
- C: 8 Quarts
- D: 9 Quarts

3. VFE on floats is: [1-7]

- A: 97 MPH
- B: 110 MPH
- C: 100 KTS
- D: 100 MPH

4. Total fuel capacity and usable fuel in each tank respectively is:[Intro P.2]

- A: 79 USG / 32.5 USG
- B: 84 USG / 32.5 USG
- C: 80 USG / 39.0 USG
- D: 84 USG / 39.5 USG

1. The magneto check should be made at: [1-2]

- A: 1500 RPM
- B: 1700 RPM
- C: 1800 RPM
- D: 1000 RPM

2. Maximum permissible difference between the two magnetos is: [1-2]

- A: 50 RPM
- B: 100 RPM

- C: 125 RPM
- D: 150 RPM

3. The VNE in land plane and floatplane configuration respectively is: [1-7]

- A: 172 MPH / 192 MPH
- B: 192 MPH / 172 MPH
- C: 192 MPH / 164 MPH
- D: 172 MPH / 164 MPH

4. The fuel strainer drain is located:

- A: At the left wing root
- B: Lower front side of the firewall
- C: Below the pilot's seat
- D: At the right wing root

5. On take-off, the cowl flaps should be: [1-2]

- A: Fully closed
- B: Set to automatic
- C: Fully open
- D: Intermediate

6. Normal configuration for take-off & landing is: [1-1]

- A: Water rudders down, flaps 20 degrees
- B: Water rudders down, flaps 10 degrees
- C: Water rudders up, flaps 20 degrees
- D: Water rudders up, flaps up

7. The engine oil sump capacity is: [Intro p.1]

- A: 8 Quarts
- B: 10 Quarts
- C: 12 Quarts
- D: 9 USG

8. The minimum fuel grade to be used is:

- A: 80/87 octane
- B: 90/92 octane
- C: 100/130 octane
- D: Mil-Spec JP-4

9. During run-up, to exercise the prop bring the prop control back until:

- A: RPM reduces to 1200 RPM, then back to full fine
- B: RPM decreases, MP increases, oil pressure decreases
- C: The first sign of RPM reduction, then back to full fine

D: the prop fully feathers, then back to full fine

10. What fuel flow would you expect at 2500ft with 23 MP and 2300 RPM

A: 12.9

B: 11.9

C: 11.5

D: 12.5

11. Maximum glide speed with engine out and flaps 0 is:

A: 65 MPH IAS

B: 78 MPH IAS

C: 85 MPH IAS

D: 92 MPH IAS

12. In flight you notice an excessive discharge rate on your ammeter, you should:

A: Switch off the ignition

B: Switch off the inverter

C: Switch off the alternator

D: Switch off the master

19. The fuel shut off valve is located:

A: In conjunction with the fuel selector valve

B: Under each wing

C: Lower left hand portion of the panel

D: To the left of the prop control

20. Max cylinder head temperature is:

A: 260° F

B: 300° F

C: 360° C

D: 460° F

21. Normal operating range oil pressure is:

A: 10-60 PSI

B: 30-100 PSI

C: 30-60 PSI

D: 10-100 PSI

22. Maximum oil temperature is:

A: 260° F

B: 225° F

C: 100° C

D: 250° F

23. Configuration for climb at best rate is: [1-14]

A: Flaps up, 25 MP, 2500 RPM, 65 MPH

B: Flaps 10°, 24 MP, 2400 RPM, 83 MPH

C: Flaps 20°, 25 MP, 2500 RPM, 65 MPH

D: Flaps up, Full throttle, 2600 RPM 83 MPH

24. Stall speed at gross weight, flaps up, zero angle of bank is: [1-12]

A: 83 MPH

B: 65 KTS

C: 65 MPH

D: 61 MPH

25. The maximum allowable baggage in the aft compartment is: [intro P.2]

A: 30 Lbs

B: 50 Lbs

C: 70 Lbs

D: 100 Lbs

*W&B question with 2 answers: move weight forward & add more fuel