

50 FTS CHECK FLIGHT SMART BOOK PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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1. Which category is associated with circling radius in the material?
 - A. CAT A
 - B. CAT B
 - C. CAT C
 - D. CAT E
2. Which set of lights turn on when the battery is turned on for a battery start?
 - A. Eng Anti-Ice, XMFR Rect Out
 - B. Left Gen, Right Gen
 - C. Left Fuel Press, Right Fuel Press
 - D. Left Gen, Right Gen, Utility Hydraulic, Flight Hydraulic, Left Fuel Press, Right Fuel Press, Eng Anti-Ice, XMFR Rect Out
3. What is the minimum altitude above water or sparsely populated areas?
 - A. Operate at least 500' from any object
 - B. 500' AGL
 - C. 1000' AGL
 - D. 1500' AGL
4. What is the landing distance formula without flaps?
 - A. $(2500 + \text{Gas}) * 2 + \text{Flare}$
 - B. $(2500 + \text{Gas}) * 3 + \text{Flare}$
 - C. $(2500 - \text{Gas}) * 2 + \text{Flare}$
 - D. $(2500 + \text{Gas}) * 2 - \text{Flare}$
5. Which lights go out when the right engine starts?
 - A. Left Gen (at 43-48%), Left Fuel Press
 - B. Flight Hydraulic
 - C. Right Gen (at 43-48%), Right Fuel Press, Eng Anti-Ice, XMFR Rect Out
 - D. Utility Hydraulic

- 6. Which navigation aids are listed as a combined item in the minimum equipment?**
- A. TACAN/VOR
 - B. VOR/DME
 - C. TACAN
 - D. TACAN/VOR/DME
- 7. Left engine fuel cells supply is which pair?**
- A. Forward fuselage and dorsal cells
 - B. Center and aft fuselage cells
 - C. Left wing and tail cells
 - D. Forward fuselage and center cells
- 8. How are flap motors redundant?**
- A. Through the rotary shaft
 - B. With dual independent motors on separate buses
 - C. Via redundant hydraulic pumps
 - D. Using an electrical bypass switch
- 9. Landing Distance is defined as the length of runway required to stop the aircraft based on full flaps.**
- A. The distance required to accelerate to SETOS.
 - B. The distance to lift off the runway.
 - C. Length of runway required to stop the aircraft based on full flaps.
 - D. The distance from the runway threshold to the aiming point.
- 10. Which item is listed as an engine mounted accessory?**
- A. Hydraulic pump
 - B. Cooling fan
 - C. Nozzle actuator
 - D. Bleed air valve

Answers

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1. D
2. D
3. A
4. A
5. C
6. D
7. A
8. A
9. C
10. C

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Explanations

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1. Which category is associated with circling radius in the material?

- A. CAT A
- B. CAT B
- C. CAT C
- D. CAT E**

Circling radius is the turning distance needed to stay clear of obstacles while performing a circling maneuver after approach. This radius grows with the aircraft's performance and approach speed: faster, higher performance categories require a larger circle to ensure safe clearance. In the material, the circling radius is linked to the highest category, CAT E, which represents that larger radius due to greater speed and handling limits. So CAT E is the best match because it reflects the largest turning radius needed for safe circling. Lower categories imply smaller radii because their airplanes fly slower and can complete tighter turns safely.

2. Which set of lights turn on when the battery is turned on for a battery start?

- A. Eng Anti-Ice, XMFR Rect Out
- B. Left Gen, Right Gen
- C. Left Fuel Press, Right Fuel Press
- D. Left Gen, Right Gen, Utility Hydraulic, Flight Hydraulic, Left Fuel Press, Right Fuel Press, Eng Anti-Ice, XMFR Rect Out**

When the battery is switched on for a start, the electrical system brings up a set of indicators that show power is available to the essential systems. The lights you'd expect to see lit together indicate that both generator buses are ready, that hydraulic circuits are powered, that fuel lines are pressurized, that engine anti-ice is enabled, and that DC power is being supplied to the essential buses via the XMFR Rect Out path. In other words, this combination confirms the aircraft has the required power and readiness across generators, hydraulics, fuel, anti-ice, and the transformer-rectifier supply before the start proceeds. Other options omit one or more of these critical indicators, so they don't reflect the full power-up state you get from a battery start.

3. What is the minimum altitude above water or sparsely populated areas?

- A. Operate at least 500' from any object**
- B. 500' AGL
- C. 1000' AGL
- D. 1500' AGL

The rule being tested is the minimum safe altitude and how it changes with the type of area you're flying over. Over open water or sparsely populated areas, you must keep at least 500 feet of clearance above the surface. That 500-foot margin gives you a safety buffer to avoid surface hazards and gives you room to maneuver if something changes below you. The way the correct option is worded—operating at least 500 feet from any object—expresses the same idea: you need a vertical clearance of 500 feet above the surface or any surface obstacle in those areas. It's the practical way of stating the 500-foot surface clearance rule that applies when you're not over a congested area. Higher minimums (like 1000 feet) apply only over congested areas, and 1500 feet isn't part of the standard minimums. So the emphasis is on that 500-foot surface clearance in open water or sparsely populated regions.

4. What is the landing distance formula without flaps?

- A. $(2500 + \text{Gas}) * 2 + \text{Flare}$
- B. $(2500 + \text{Gas}) * 3 + \text{Flare}$
- C. $(2500 - \text{Gas}) * 2 + \text{Flare}$
- D. $(2500 + \text{Gas}) * 2 - \text{Flare}$

Landing distance is influenced by weight and configuration. When flaps are not used, the airplane needs more runway, and heavier weight adds to that distance. The chosen expression models this by starting with a base distance (2500), adding the fuel weight (Gas), and then doubling the sum to reflect the stronger, roughly proportional increase in distance as weight goes up. After that, a fixed amount (Flare) is added to account for the distance consumed during the flare maneuver after touchdown. This combination matches the idea that weight increases landing distance, and without flaps you don't reduce that distance—so you multiply the weight-adjusted base by two and then add the flare distance. The other options would imply subtracting fuel, using a different multiplier, or subtracting the flare, which don't align with how weight and flare affect landing distance.

5. Which lights go out when the right engine starts?

- A. Left Gen (at 43-48%), Left Fuel Press
- B. Flight Hydraulic
- C. Right Gen (at 43-48%), Right Fuel Press, Eng Anti-Ice, XMFR Rect Out
- D. Utility Hydraulic

When the right engine starts, the indicators that specifically track that engine's electrical and fuel systems will extinguish as these systems come online. The right generator comes online at about 43–48% RPM, so the light for the right generator goes out. Once fuel pressure is established for the right engine, the right fuel pressure light goes out as well. If engine anti-ice is part of the start and operates normally, that advisory will clear, and the XMFR (generator rectifier) out indication will also go out once the generator output is normal. These lights indicate faults or unavailable status tied to the right engine, and they disappear once the engine reaches stable operation. The other indicators shown don't correspond to the right engine's start status, so they wouldn't be expected to go out solely because the right engine starts.

6. Which navigation aids are listed as a combined item in the minimum equipment?

- A. TACAN/VOR
- B. VOR/DME
- C. TACAN
- D. TACAN/VOR/DME

In many aircraft, related navigation functions are built into one integrated unit. When the minimum equipment list (MEL) assigns a single entry to all of those related nav aids, it's because they're installed as one combined system rather than as completely separate devices. That's why the entry that groups TACAN, VOR, and DME together is used—the combined unit covers all three navigation capabilities at once. The MEL recognizes this as a single item because a failure affects the whole navigation suite, not just one separate component.

7. Left engine fuel cells supply is which pair?

A. Forward fuselage and dorsal cells

B. Center and aft fuselage cells

C. Left wing and tail cells

D. Forward fuselage and center cells

The concept being tested is how an engine's fuel supply is arranged from multiple tanks to provide redundancy and reliable feeding. For the left engine, the two tanks designated to feed it are located in the forward fuselage and in the dorsal (top) section of the fuselage. This pairing ensures the left engine can draw from two separate, non-adjacent sources, helping maintain a steady fuel flow under different flight conditions and aiding balance. Other tank locations exist, but the standard left engine feed is from forward fuselage and dorsal cells, which is why that option is the best choice.

8. How are flap motors redundant?

A. Through the rotary shaft

B. With dual independent motors on separate buses

C. Via redundant hydraulic pumps

D. Using an electrical bypass switch

Redundancy is built into the flap drive by using a single mechanical path that can be driven by more than one motor. Both flap motors are connected to the same rotary shaft that turns the flap mechanism. If one motor fails, the other motor can still rotate the shaft and move the flaps to the commanded position, preserving operation. This shared shaft provides a direct, fail-safe drive path, so motion is not lost with a single motor outage. The other ideas suggest separate power paths or switches that don't guarantee continued motion through a common mechanical link, whereas the common rotary shaft inherently maintains the drive even if one motor fails.

9. Landing Distance is defined as the length of runway required to stop the aircraft based on full flaps.

A. The distance required to accelerate to SETOS.

B. The distance to lift off the runway.

C. Length of runway required to stop the aircraft based on full flaps.

D. The distance from the runway threshold to the aiming point.

Landing distance is the runway length needed to stop the airplane after touchdown, under a specific landing configuration. It's typically calculated with full flaps because that setup lets the aircraft touch down at a lower speed and requires the brakes and reverse thrust to absorb less or more energy, depending on conditions. The actual distance depends on touchdown speed, braking effectiveness, reverse thrust, weight, wind, and runway surface. This definition focuses on stopping after landing, whereas takeoff distances (to lift off) and the marker-to-threshold measurements describe different concepts, not the stopping distance. So the option describing the distance needed to stop the aircraft with full flaps aligns with how landing distance is defined.

10. Which item is listed as an engine mounted accessory?

- A. Hydraulic pump
- B. Cooling fan
- C. Nozzle actuator**
- D. Bleed air valve

Engine-mounted accessories are devices that are physically attached to the engine and powered by the engine's accessory drive to support operation or control systems. The nozzle actuator fits this description: it is a mechanism mounted on the engine's nozzle assembly that moves the nozzle to change the exit area, helping to regulate thrust and engine performance. It is driven by the engine's hydraulic (or electric) power from the accessory drive, making it an engine-mounted accessory. The other items are associated with engine or aircraft systems but aren't described in this context as engine-mounted accessories. The nozzle actuator, by contrast, is the directly mounted mechanism on the engine used to adjust the nozzle geometry.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

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We wish you the very best on your exam journey. You've got this!

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