AIRCRAFT MISHAP INVESTIGATION COURSE (AMIC) 26-F PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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.

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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!

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Questions

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1. Which item is included in the TESTED acronym for locating structural components?

A. Wing

B. Tail (Correct)

C. Fuselage

D. Nose

2. Engineering-based safety recommendations include which categories?

A. Engineering-based recommendations include design and maintenance changes.

B. Only financial penalties.

C. Entertainment system upgrades.

D. Crew uniform changes.

3. In the AMIC framework, how is human factors analysis integrated into mishap investigations?

A. By examining pilot/controller decisions, workload, fatigue, training, certification, and human-machine interface issues to understand how human performance influenced outcomes.

B. It is separate and not considered.

C. It focuses only on weather effects.

D. It ignores training and certification.

4. How should charts and diagrams be labeled to ensure clarity and reproducibility?

A. Include only the date

B. Use consistent symbols, legend, scale, orientation, and metadata including date, author, and data sources.

C. Label charts with random symbols and no legend

D. Use only color without legends

5. How should photographs and diagrams be used in the investigation?

A. They replace written statements.

B. They are optional and rarely used.

C. They document the scene, help visualize relationships and trajectories, and support later analysis and reporting.

D. They provide entertainment for investigators.

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6. According to the typical investigation sequence, what comes immediately after evidence collection?

A. Lab tests

B. Data analysis

C. Reconstruction

D. Draft findings

7. NOT a duty of the SIB?

A. Continue to collect evidence

B. Continue to interview witnesses

C. Make formal disciplinary recommendations to authorities

D. Analyze evidence to determine: Factors, Findings, and Causes

8. Which material failure type involves twisting or torque?

A. Tension

B. Compression

C. Torsion (Twisting)

D. Bending

9. Why is it important to consider survivability aspects in accident investigations?

A. To evaluate pilot training quality

B. To determine insurance liability

C. To assign blame

D. To understand how occupant protection and egress influenced injuries and to improve future designs and procedures.

10. Which organization is typically responsible for civil aircraft mishap investigations on-site?

A. Federal Aviation Administration.

B. National Oceanic and Atmospheric Administration.

C. Department of Homeland Security.

D. National Transportation Safety Board.

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Answers

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

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Explanations

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1. Which item is included in the TESTED acronym for locating structural components?

A. Wing

B. Tail (Correct)

C. Fuselage

D. Nose

The TESTED mnemonic guides an investigator to the main regions of the airframe to inspect in a systematic way, and the tail area is included as its own category. The tail, or empennage, contains the vertical and horizontal stabilizers and the aft fuselage, which behave differently in loads and damage patterns than the wings or forward fuselage. By explicitly including the tail, the mnemonic ensures you don't overlook how impacts, balance, and control forces manifest at the rear of the aircraft, which is crucial for interpreting stability issues, control surface failures, and load paths during the event. While wings, fuselage, and the nose are all important to inspect, this mnemonic specifically calls out the tail region as a distinct area to examine, making it the best-supported choice.

2. Engineering-based safety recommendations include which categories?

A. Engineering-based recommendations include design and maintenance changes.

B. Only financial penalties.

C. Entertainment system upgrades.

D. Crew uniform changes.

Engineering-based safety recommendations target changes to the aircraft's physical systems and how those systems are kept in safe condition. Design changes address the way a component or system is built to prevent failure or reduce risk, such as altering materials, geometry, tolerances, or integration with other systems. Maintenance changes cover how the aircraft is kept airworthy—adjusting inspection intervals, procedures, or service limits to catch wear or malfunctions earlier and ensure reliable operation. Together, these categories directly modify the engineering and reliability of the aircraft to enhance safety. The other options don't fit because they're not about altering the aircraft's engineering: financial penalties are enforcement tools, not engineering modifications; entertainment system upgrades aren't typically tied to safety-critical engineering; crew uniform changes do not affect the aircraft's engineering or maintenance safety.

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3. In the AMIC framework, how is human factors analysis integrated into mishap investigations?

A. By examining pilot/controller decisions, workload, fatigue, training, certification, and human-machine interface issues to understand how human performance influenced outcomes.

B. It is separate and not considered.

C. It focuses only on weather effects.

D. It ignores training and certification.

In AMIC, human factors analysis is woven into every phase of the mishap investigation to reveal how people contributed to the outcome. Investigators look at what pilots and controllers decided, how much work they were handling, whether fatigue or stress affected judgment, and how training, certification, and experience influenced performance. They also examine the human–machine interface—the cockpit or control room interfaces, automation, procedures, and communication practices—to see how these design elements supported or hindered safe operation. Weather and other environmental factors may be part of the analysis, but they are not the sole focus; training, certification, and the design of systems and procedures are integral because they shape human performance. By connecting these human performance factors to the mishap, investigators identify root causes and recommend changes that reduce risk, improve training, adjust procedures, and improve system design.

4. How should charts and diagrams be labeled to ensure clarity and reproducibility?

A. Include only the date

B. Use consistent symbols, legend, scale, orientation, and metadata including date, author, and data sources.

C. Label charts with random symbols and no legend

D. Use only color without legends

Labeling charts and diagrams for clarity and reproducibility means using consistent visual cues and documented context throughout. Use uniform symbols across charts, provide a legend that explains what each symbol and line style means, and include the scale and orientation so readers can interpret distances and directions correctly. Add metadata such as the date, author, data sources, and any preprocessing steps to establish provenance and enable someone else to recreate or verify the work. This combination helps others understand exactly what was shown, where the data came from, and how the results were derived, making the charts usable long after they were created. Choosing labels that only include a date, using random symbols with no legend, or relying on color without legends all undermine clarity. Without a legend, symbols and colors become meaningless; without scale or orientation, measurements and directions are guesswork; and without metadata, you can't trace the data sources or reproduce the analysis.

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5. How should photographs and diagrams be used in the investigation?

A. They replace written statements.

B. They are optional and rarely used.

C. They document the scene, help visualize relationships and trajectories, and support later analysis and reporting.

D. They provide entertainment for investigators.

Photographs and diagrams are visual records that capture the scene as it was found, providing an objective basis for understanding what happened. They document positions, conditions, and relationships between evidence pieces, which written notes alone can't fully convey. Diagrams translate that information into a clear spatial representation—showing where items are, how they relate to one another, and any trajectories or angles involved. Together, they support later analysis, reconstruction of the sequence of events, and the final report by giving investigators a verifiable, shareable reference. They should complement written statements, not replace them, and must be collected with proper standards and labeling. They are not merely optional or for entertainment.

6. According to the typical investigation sequence, what comes immediately after evidence collection?

A. Lab tests

B. Data analysis

C. Reconstruction

D. Draft findings

Evidence collected at the scene becomes meaningful when you turn it into information through data analysis. Right after gathering materials, records, and observations, investigators organize and interpret what's been found: identifying patterns, cross-checking items against maintenance logs, flight data, and witness statements, and building a timeline of events. This step is essential to make sense of the raw facts and to determine what happened and what might have caused it. Lab tests often support this interpretation, but they serve within the analysis rather than replacing the need to understand and synthesize the evidence. Once the data has been analyzed and the relationships understood, the team moves on to reconstructing the sequence of events and drafting the findings.

7. NOT a duty of the SIB?

A. Continue to collect evidence

B. Continue to interview witnesses

C. Make formal disciplinary recommendations to authorities

D. Analyze evidence to determine: Factors, Findings, and Causes

The safety investigation board's job is to determine what happened and why from a safety standpoint. It continues to collect evidence and interview witnesses to build a complete, accurate picture, and it analyzes all the evidence to identify factors, findings, and causes. Disciplinary actions, however, are outside the investigative scope. While the board may issue safety recommendations to prevent recurrence, it does not make formal disciplinary recommendations to authorities. That aspect lies with the relevant regulatory or organizational authorities.

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8. Which material failure type involves twisting or torque?

A. Tension

B. Compression

C. Torsion (Twisting)

D. Bending

Twisting or torque on a part causes torsion, the failure mode that arises when a body is loaded by a moment about its axis. Pure torsion induces shear stresses that vary with radius and are greatest at the outer surface, so the material fails by twisting once those shear stresses exceed its shear strength. This is different from tension, which pulls along the axis and elongates the part; compression, which pushes along the axis and shortens it; and bending, which creates tension on one side and compression on the other due to curvature. So the material failure type involving twisting or torque is torsion.

9. Why is it important to consider survivability aspects in accident investigations?

A. To evaluate pilot training quality

B. To determine insurance liability

C. To assign blame

D. To understand how occupant protection and egress influenced injuries and to improve future designs and procedures.

Understanding survivability in an accident investigation focuses on how people are protected and how quickly they can escape, and how those factors influence injuries. By examining occupant protection systems—such as restraints, seating, cushioning, and any energy-absorbing features—and how easily occupants can evacuate—exits, escape routes, lighting, slide deployment, and unobstructed paths—investigators can see where injuries occurred and why. This insight guides improvements to aircraft interior design, restraint systems, escape hardware, and emergency procedures, aimed at reducing injuries and saving lives in future events. It's not about evaluating pilot training quality, determining liability, or assigning blame, which fall outside the safety-focused purpose of survivability analysis.

10. Which organization is typically responsible for civil aircraft mishap investigations on-site?

A. Federal Aviation Administration.

B. National Oceanic and Atmospheric Administration.

C. Department of Homeland Security.

D. National Transportation Safety Board.

On-site civil aircraft mishap investigations are led by the National Transportation Safety Board. The NTSB is an independent federal agency responsible for identifying the probable causes of aviation accidents and recommending safety improvements. When a mishap occurs, NTSB investigators are dispatched to the scene to examine wreckage, collect evidence, analyze data from flight recorders and maintenance logs, preserve the site, and interview witnesses. They coordinate with other agencies as needed, with the FAA providing regulatory context and technical support, NOAA contributing weather data, and DHS handling security concerns. But the investigative lead and the analysis come from the NTSB, ensuring impartial safety-focused conclusions.

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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:

https://amic26f.examzify.com

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

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