

AIRCREWMAN MECHANICAL (AWF) TEST 2 PRACTICE (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 statement best describes how a flight control stick or yoke moves control surfaces?**
 - A. It senses air data and sends signals to the flight computer.
 - B. It houses the pilot's seat height control.
 - C. It transmits pilot input to control surfaces via cables or hydraulics and moves surfaces accordingly.
 - D. It controls the landing gear hydraulics directly.

- 2. Which statement best describes the use of bleed air in naval aircraft pneumatic systems?**
 - A. Bleed air is used solely for cabin pressurization.
 - B. Bleed air powers the hydraulic pumps.
 - C. Bleed air is used for engine start, cabin pressurization via ECS, cooling, wing/engine anti-ice, and control surface actuators.
 - D. Bleed air is vented overboard.

- 3. Ohm's law may be expressed as an equation.**
 - A. $I=E/R$
 - B. Ohm's Law
 - C. Direct Short
 - D. Circuit Protection Devices

- 4. How would you describe a torque wrench?**
 - A. A calibrated tool used to apply a specific torque to a fastener
 - B. A measuring tape
 - C. A hydraulic pump
 - D. A lubricant spray

- 5. In a parallel circuit, which statement about current and voltage is true?**
 - A. Total current equals the sum of branch currents; voltage across each branch equals the supply voltage.
 - B. Total current is less than each branch current.
 - C. The voltage across each branch is zero.
 - D. The currents in the branches are always equal.

- 6. What is the purpose of a cotter pin in a fastener assembly?**
- A. To seal a hydraulic line.
 - B. To indicate alignment.
 - C. To lock components and prevent relative rotation or loosening.
 - D. To connect two panels.
- 7. Which term describes the process by which a changing magnetic field induces current in a conductor?**
- A. Induction
 - B. Mutual Induction
 - C. Power
 - D. EMF
- 8. If $E=0$, what is the power?**
- A. Power increases
 - B. Power decreases
 - C. Power remains the same
 - D. Power is zero
- 9. What is the role of a hydraulic servo actuator in flight control surfaces?**
- A. Converts electrical signals into motion.
 - B. Stores hydraulic fluid.
 - C. Provides feedback to sensors.
 - D. Converts hydraulic pressure into linear motion to move the control surface.
- 10. In hydraulic schematics, what does a relief valve symbol indicate and what is its purpose?**
- A. Indicates a non-return valve
 - B. Indicates a temperature sensor
 - C. Indicates a spring-loaded valve that opens to relieve excess pressure and protect the system
 - D. Indicates a manual drain valve

Answers

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

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Explanations

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1. Which statement best describes how a flight control stick or yoke moves control surfaces?

- A. It senses air data and sends signals to the flight computer.
- B. It houses the pilot's seat height control.
- C. It transmits pilot input to control surfaces via cables or hydraulics and moves surfaces accordingly.**
- D. It controls the landing gear hydraulics directly.

The main idea is that the flight control stick or yoke is the pilot's direct input device, and its job is to translate your hand movements into movement of the airplane's surfaces. When you deflect the stick, those deflections are transmitted through the aircraft's mechanical or hydraulic linkage—cables, push-pull rods, or hydraulic actuators—to the control surfaces. Moving the surfaces changes the airflow and attitude: roll is controlled by the ailerons, pitch by the elevator, and yaw by the rudder. The stick itself does not sense air data, adjust your seat height, or directly operate the landing gear hydraulics; those functions belong to other systems.

2. Which statement best describes the use of bleed air in naval aircraft pneumatic systems?

- A. Bleed air is used solely for cabin pressurization.
- B. Bleed air powers the hydraulic pumps.
- C. Bleed air is used for engine start, cabin pressurization via ECS, cooling, wing/engine anti-ice, and control surface actuators.**
- D. Bleed air is vented overboard.

Bleed air provides a versatile energy source for naval aircraft systems, drawn from the engine compressor and routed through valves to multiple subsystems. It powers the pneumatic starter to spin an engine up for a high-energy start. It feeds the environmental control system to condition cabin air and maintain cabin pressurization, especially at altitude. It supplies heated air for cooling needs via air-cycle machines and associated cooling loops, helping manage temperatures for avionics and components. It also delivers hot air to wing and engine anti-icing systems to prevent ice buildup on critical surfaces. In addition, many aircraft use bleed air to drive pneumatic actuators for some control surfaces and other systems, providing fast, reliable pneumatic power. It's not limited to cabin pressurization, nor is it typically used to power hydraulic pumps, and while some bleed air might be vented under specific faults or losses, the primary design of the system is to provide the listed pneumatic functions, not to vent excess air overboard.

3. Ohm's law may be expressed as an equation.

- A. $I = E/R$**
- B. Ohm's Law
- C. Direct Short
- D. Circuit Protection Devices

Ohm's law describes how current, voltage, and resistance relate to each other. In its equation form, current equals voltage divided by resistance: $I = V / R$. If voltage is denoted as E (electromotive force), the same relationship is $I = E / R$. This form directly shows how current responds to the other two quantities: increase voltage or decrease resistance increases current, and vice versa. The other options aren't the equation for Ohm's law. The name of the law isn't the formula, Direct Short describes a fault condition, and Circuit Protection Devices are components, not the mathematical relationship.

4. How would you describe a torque wrench?

- A. A calibrated tool used to apply a specific torque to a fastener
- B. A measuring tape
- C. A hydraulic pump
- D. A lubricant spray

A torque wrench is a calibrated tool that applies a specific torque to a fastener. This ensures the fastener achieves the intended clamping force—neither over-tightened, which can strip threads or damage parts, nor under-tightened, which can allow components to loosen. You set the desired torque value and the tool signals when that value is reached, typically with a click, beep, or digital readout. That precise control is what makes a torque wrench essential for tasks where correct preload is critical. Other tools—like a measuring tape, a hydraulic pump, or a lubricant spray—serve different functions (length measurement, hydraulic power, or reducing friction), so they aren't used to achieve the exact torque required.

5. In a parallel circuit, which statement about current and voltage is true?

- A. Total current equals the sum of branch currents; voltage across each branch equals the supply voltage.
- B. Total current is less than each branch current.
- C. The voltage across each branch is zero.
- D. The currents in the branches are always equal.

In a parallel circuit, the same voltage is applied across every branch, and the currents from each branch add up to become the total current drawn from the source. This means the voltage across each branch equals the supply voltage, while the branch currents depend on each branch's resistance and can differ from one another. The total current is the sum of all branch currents, so it is not less than each individual branch current; it's typically larger, especially as more branches are added or as branches have lower resistance drew more current. For example, if one branch draws 3 A and another draws 1 A, the total current from the source is 4 A. The currents in the branches are not required to be equal unless the branch resistances are identical.

6. What is the purpose of a cotter pin in a fastener assembly?

- A. To seal a hydraulic line.
- B. To indicate alignment.
- C. To lock components and prevent relative rotation or loosening.
- D. To connect two panels.

Cotter pins lock fasteners in place by preventing rotation and loosening. They are inserted through a hole in a bolt or through a hole in a castellated nut, and then the ends are bent to secure the pin. This creates a simple, reliable barrier that stops the nut or the fastener from backing off under vibration or dynamic loads, which is essential in aircraft where loosening can lead to failure. It also provides a quick visual cue that the fastener is still secured; if the pin is missing, you know the assembly may have loosened and needs inspection. A cotter pin is not used for sealing hydraulic lines, indicating alignment, or connecting panels, which is why the locking function is the best fit.

7. Which term describes the process by which a changing magnetic field induces current in a conductor?

- A. Induction**
- B. Mutual Induction
- C. Power
- D. EMF

A changing magnetic field through a conductor creates an electric field that pushes charges and drives a current. This is electromagnetic induction—the process of generation of current by changing magnetic flux. The general term for this phenomenon is induction, which covers the generation of current in a conductor due to the changing magnetic field. Mutual induction is a specific case involving two circuits where a changing current in one induces voltage in the other, which isn't necessary here. EMF is the voltage that results from the process, not the process itself, and power is simply the rate of energy transfer.

8. If $E=0$, what is the power?

- A. Power increases
- B. Power decreases
- C. Power remains the same
- D. Power is zero**

Power is the rate at which energy is transferred or converted. If no energy is moving into or out of the system during the interval, there is no energy flow, so the rate is zero. When the energy transferred is zero, the average power $P = E/t$ becomes zero for any positive time t . Even in the instantaneous view, if energy isn't changing at that moment (E remains zero), the rate dE/dt is zero as well. So with $E = 0$, the power is zero.

9. What is the role of a hydraulic servo actuator in flight control surfaces?

- A. Converts electrical signals into motion.
- B. Stores hydraulic fluid.
- C. Provides feedback to sensors.
- D. Converts hydraulic pressure into linear motion to move the control surface.**

The main idea is that a hydraulic servo actuator uses hydraulic pressure to drive motion. In flight controls, it's essentially a hydraulic cylinder with a piston. When fluid at the commanded pressure is directed into the chamber, the piston moves in a straight line. That linear motion is transmitted through linkages to deflect the control surface, providing the necessary force and precision to counter aerodynamic loads and position the surface accurately. The hydraulic system supplies the energy, while the control signal (often electrical) regulates the valve that controls fluid flow to the actuator. This differs from other concepts: converting electrical signals into motion would describe an electric actuator, not a hydraulic one; storing hydraulic fluid is the job of a reservoir or accumulator, not the actuator itself; and while some systems include sensors for feedback, the actuator's core role is to convert hydraulic pressure into linear motion to move the surface.

10. In hydraulic schematics, what does a relief valve symbol indicate and what is its purpose?

- A. Indicates a non-return valve
- B. Indicates a temperature sensor
- C. Indicates a spring-loaded valve that opens to relieve excess pressure and protect the system**
- D. Indicates a manual drain valve

A relief valve symbol indicates a spring-loaded valve that opens to relieve excess pressure and protect the system. When the hydraulic pressure reaches a preset level, the spring is overcome, the valve opens, and fluid is allowed to flow back to the tank or reservoir, lowering the pressure and preventing damage to pumps, hoses, and actuators. This action happens automatically without operator input, which is why it's a safety feature in the circuit. This isn't about preventing backflow in general (that's a non-return or check valve), nor is it a sensor that measures temperature, and it isn't a manual drain valve. The key idea is automatic overpressure protection: a set pressure triggers relief to keep the system within safe limits.

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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://awf2.examzify.com>

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

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