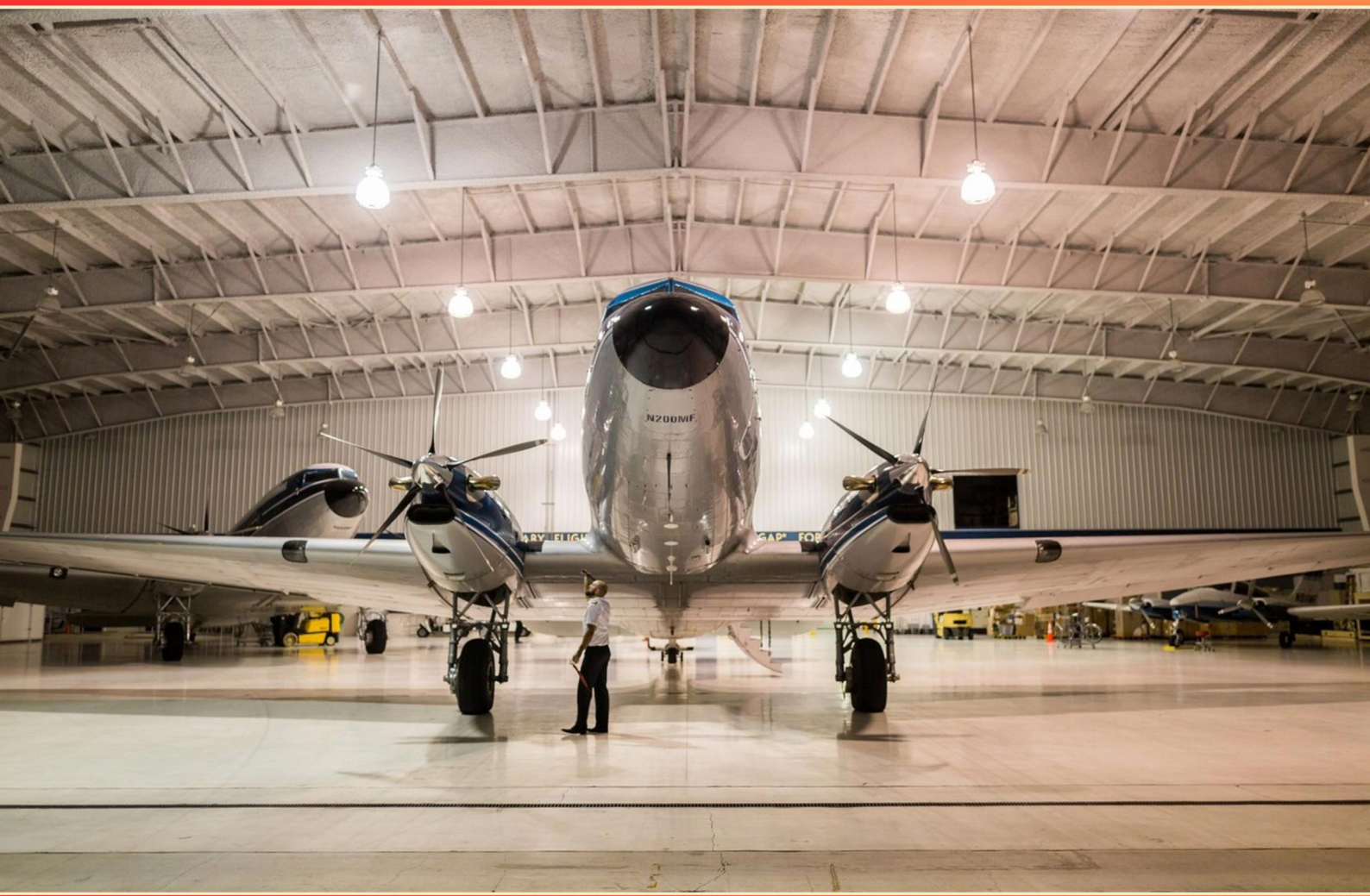
AVIATION MAINTENANCE TECHNICIAN, SECOND CLASS (AMT2) SWE PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

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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. What do you use to preserve a fuel component?

A. MIL-PRF-6081 Grade 1010 oil

B. Water

C. Gasoline

D. Mineral oil

2. X5017A6B is connected to which component?

A. ATF3 lead generator T3

B. APU fuel line

C. Engine oil cooler

D. Hydraulic reservoir

3. What shape patch would you use to prevent stress and cracking?

A. Round patch

B. Elliptical patch

C. Round or elliptical patch

D. Rectangular patch

4. How are intermittent faults in continuous loop fire detection often located?

A. By performing a thermal test

B. By replacing the detector

C. By moving wires to recreate the short

D. By measuring resistance

5. In tire testing conducted in the cage, what is the purpose of pressurizing the tires?

A. Check tread depth

B. Seat the tire beads against the rim flanges

C. Balance wheel

D. Measure rim diameter

6. How long can CADs be extended without approval?

A. Indefinitely

B. No Extension

C. 30 Days

D. 60 Days

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7. Which resin is not authorized for Coast Guard aircraft?

A. Epoxy resins

B. Vinyl ester resins

C. Polyester resins

D. Urethane resins

8. What are CADs inspected for?

A. Expiration date

B. Roundness

C. Material hardness

D. Surface finish

9. How are commercial aviation oils classified by viscosity?

A. By color

B. By odor

C. By batch number

D. Numerically by viscosity grades such as 80, 100, 140

10. How is RPM controlled on a turboprop aircraft?

A. The turbo-propeller assembly together with the control assembly maintains a constant RPM of the engine at flight idle (alpha range).

B. Throttle position directly sets RPM.

C. RPM is controlled by Fuel metering alone.

D. RPM is fixed and cannot be changed.

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Answers

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

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Explanations

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1. What do you use to preserve a fuel component?

A. MIL-PRF-6081 Grade 1010 oil

B. Water

C. Gasoline

D. Mineral oil

Preserving a fuel component means applying a protective oil that hinders corrosion, varnish, and moisture-related damage when fuel systems are stored or out of service. MIL-PRF-6081 Grade 1010 oil is the standard preservative specified for this purpose, providing a light film that coats metal surfaces and helps prevent corrosion and deposits in fuel-system components such as pumps, valves, and lines. The other options don't serve as a prescribed fuel-system preservative: water would promote corrosion and microbial growth, gasoline is the fuel itself, and mineral oil by itself isn't specified as the fuel-system preservative for aircraft components.

2. X5017A6B is connected to which component?

A. ATF3 lead generator T3

B. APU fuel line

C. Engine oil cooler

D. Hydraulic reservoir

In maintenance diagrams, line identifiers tell you which system a particular line belongs to and where it runs. X5017A6B is a line tag that corresponds to a fuel pathway, specifically tied to the auxiliary power unit's fuel supply. The APU fuel line connects the fuel system to the APU so it can start and run, so a tag like X5017A6B would naturally be associated with that route. The other options belong to different systems: a lead for a generator is electrical and would use electrical harness designators, while an engine oil cooler or a hydraulic reservoir are part of the oil and hydraulic systems and use their own respective line or component labeling. Always cross-reference the diagram to confirm the exact termination and routing, but the tag in question aligns with the APU fuel line.

3. What shape patch would you use to prevent stress and cracking?

A. Round patch

B. Elliptical patch

C. Round or elliptical patch

D. Rectangular patch

When a patch is bonded to skin, the edges become points where stresses can concentrate. Sharp corners act like stress risers, inviting cracks to start or propagate. Edges with smooth, rounded transitions help distribute loads more evenly across the repair. A round (circular) patch or an elliptical patch provides that smooth curvature with no sharp corners, which minimizes stress concentration and reduces the chance of new cracks forming at the patch boundary. Rectangular patches, with their 90-degree corners, create strong stress risers and are more susceptible to crack initiation. So, round or elliptical patches are preferred because their rounded edges spread the load more evenly and help prevent cracking.

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4. How are intermittent faults in continuous loop fire detection often located?

A. By performing a thermal test

B. By replacing the detector

C. By moving wires to recreate the short

D. By measuring resistance

Intermittent faults in a continuous loop fire detection are usually caused by a wiring issue that only shows up under certain conditions, such as movement or vibration. The best way to locate them is to recreate the fault by moving or flexing the loop wires and connectors. When you provoke the same fault, you can observe which portion of the loop changes state or causes the fault indication, allowing you to identify the suspect section for inspection and repair. This approach works better than thermal testing, which checks detector response to heat, or replacing a detector, which doesn't reveal where the intermittent fault is located. Measuring resistance can miss an intermittent condition because the fault isn't present consistently, so it won't reliably point to the exact source.

5. In tire testing conducted in the cage, what is the purpose of pressurizing the tires?

A. Check tread depth

B. Seat the tire beads against the rim flanges

C. Balance wheel

D. Measure rim diameter

Pressurizing the tires in the cage serves to seat the beads against the rim flanges. The bead is the edge of the tire that grips the wheel, and as the tire is inflated, the bead is pushed outward and snaps into place against the rim's bead seating area. This creates a proper seal and a secure, concentric fit, which is essential for the tire to stay on the rim during testing and to provide accurate results in subsequent checks. Without proper bead seating, you could get leaks, beads that aren't fully engaged, or instability during tests. This step isn't about checking tread depth, wheel balancing, or measuring rim diameter, which require different procedures or tools.

6. How long can CADs be extended without approval?

A. Indefinitely

B. No Extension

C. 30 Days

D. 60 Days

CADs are time-sensitive requirements tied to maintaining airworthiness. Any extension to those requirements must come from an official approval or deviation process from the authority that issued the CAD. Without that approved action, there is no allowed extension. The safety and compliance implications are why extensions aren't granted automatically or by default; you must secure explicit authorization before the original deadline passes. In this sense, there is no extension without approval.

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7. Which resin is not authorized for Coast Guard aircraft?

A. Epoxy resins

B. Vinyl ester resins

C. Polyester resins

D. Urethane resins

Material choices for aircraft composites are driven by how well the resin holds up under moisture, temperature changes, UV exposure, and long-term aging. For Coast Guard aircraft, the resin system must maintain strength and bond over the service life. Epoxy resins are favored because they deliver strong adhesion and excellent environmental resistance. Vinyl ester resins also provide good moisture and corrosion resistance, making them suitable in many aerospace applications. Urethane resins are used in coatings and some specialty applications, but not typically as the primary structural matrix in aircraft components. Polyester resins, on the other hand, tend to absorb moisture more readily, shrink more during cure, and suffer greater degradation in harsh service conditions. These drawbacks can lead to loss of bond, reduced mechanical properties, and shorter service life, which is why polyester resins are not authorized for Coast Guard aircraft.

8. What are CADs inspected for?

A. Expiration date

B. Roundness

C. Material hardness

D. Surface finish

Some components have a limited service life, and CADs are one of them. The key requirement is to verify that the device is still within its guaranteed life and calibration period. The expiration date on a CAD indicates how long its sensing materials or internal electronics are expected to remain reliable. After that date, performance cannot be guaranteed, so the device should be replaced rather than trusted to function correctly. The other properties listed—roundness, material hardness, surface finish—are relevant to different types of mechanical parts where wear, fit, or surface quality affect performance. They don't determine whether a CAD detector will provide accurate or timely readings, which is why expiration dating is the appropriate inspection criterion.

9. How are commercial aviation oils classified by viscosity?

A. By color

B. By odor

C. By batch number

D. Numerically by viscosity grades such as 80, 100, 140

Oils are classified by viscosity using numeric grades, such as 80, 100, or 140. Those numbers reflect the oil's viscosity at operating temperature (typically 100°C), with higher numbers indicating thicker oil that provides a stronger lubrication film under heat and load, and lower numbers indicating thinner oil that flows more easily at lower temperatures. This numerical system lets you match the oil to engine tolerances and operating conditions, unlike color, odor, or batch number, which don't indicate viscosity.

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10. How is RPM controlled on a turboprop aircraft?

A. The turbo-propeller assembly together with the control assembly maintains a constant RPM of the engine at flight idle (alpha range).

B. Throttle position directly sets RPM.

C. RPM is controlled by Fuel metering alone.

D. RPM is fixed and cannot be changed.

In a turboprop, the speed of the propeller (its RPM) is kept constant by a constant speed propeller system powered by a propeller governor. The governor continually senses the propeller RPM and, through hydraulic oil pressure, moves the blade angles to maintain the selected RPM. The control linkage from the cockpit provides the commanded setting, and at flight idle (the alpha range) the governor works to hold a steady propeller RPM despite changes in engine load or air conditions. The throttle mainly governs fuel flow and turbine speed, setting the overall power available, but it is the propeller governor that adjusts blade pitch to hold the RPM steady. So RPM isn't directly set by throttle position or by fuel metering alone, and it isn't fixed; it's actively controlled to stay constant by the propeller/ governor system, especially important at idle to keep smooth operation.

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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://amt2swe.examzify.com

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

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