BENNING NATIONAL GUARD WTU AIR ASSAULT PHASE 1 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.

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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 aircraft formation allows for unrestricted fire?

A. Echelon Formation

B. Trail Formation

C. Column Formation

D. Stacked Formation

2. Which statement is true about the Chalk Leader responsibilities?

A. Ensures safe, rapid off loading and security for the A/C

B. Rides in last A/C for control purposes

C. Maintains commo with HQ

D. Plans the operation

3. Which of the following is NOT a method in the Controlling Phase?

A. Visual

B. Radio advisory to pilot

C. Electronic

D. Verbal

4. Which description best reflects how to report a load problem to the flight crew?

A. Yell for attention and hope someone hears you

B. Use approved signals or radio calls to describe the issue and request guidance or abort

C. Do nothing until the flight ends

D. Notify only the ground crew

5. Can a Close Combat Attack (CCA) be conducted without positive identification of friendly and enemy forces by both the ground and aviation commander prior to attack aviation aircraft opening fire?

A. Yes

B. No, both must have positive ID

C. Only ground commander

D. Only aviation commander

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6. What is one of the feedback types the pilot expects from the AATF when a target is missed?

A. Target destroyed - end of mission

B. Target missed - adjust fire by giving direction and distance in meters from impact to the target

C. Weapon effects on target, re-engage

D. Friendly forces repositioned

7. What does 'break contact' mean in air assault operations?

A. To disengage from enemy contact and withdraw to safer positions or alternate routes.

B. To maintain contact and press the attack.

C. To pause to reassess before continuing.

D. To escalate the engagement.

8. What is the maximum gross weight of the CH-47D/F Chinook?

A. 40,000 lbs

B. 45,000 lbs

C. 60,000 lbs

D. 50,000 lbs

9. What should you do if weather worsens during approach?

A. Abort or adjust plan in accordance with SOP and crew guidance

B. Continue regardless

C. Change aircraft type

D. Request a different pilot

10. Which statement best captures the overall purpose of the chain of command in air assault operations?

A. To provide leadership, ensure safety, coordinate tasks, and make decisions from planning to execution

B. To minimize communication and maximize independent action

C. To centralize all control with no delegation

D. To ensure unity of command, clear authority, and timely decisions from planning to execution

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Answers

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

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Explanations

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1. Which aircraft formation allows for unrestricted fire?

A. Echelon Formation

B. Trail Formation

C. Column Formation

D. Stacked Formation

In this topic, how a helicopter flight forms its fire power depends on how the aircraft are arranged. In a trail formation, aircraft fly in a straight line with spacing one behind the other. This keeps each helicopter out of the weapon arcs of its neighbors and minimizes risk of crossfire, so pilots can use their forward and flank weapons without worrying about hitting another helicopter. That clear, uninterrupted firing envelope is what "unrestricted fire" means in this context. Other formations place aircraft offset to the side, above, or in a closer diagonal, which can constrain firing because you have to account for neighboring aircraft's positions and arcs. Echelon, column, or stacked setups often introduce potential obstructions or require tighter coordination to avoid friendly fire, reducing the ability to fire freely in all desired directions. So trail best preserves the freedom to deliver fire as needed.

2. Which statement is true about the Chalk Leader responsibilities?

A. Ensures safe, rapid off loading and security for the A/C

B. Rides in last A/C for control purposes

C. Maintains commo with HQ

D. Plans the operation

In an air assault, the Chalk Leader is the on-ground commander of the troops assigned to a specific helicopter, and the most important duty is to supervise a safe, rapid off-loading and keep the aircraft secure. This means directing the troops as they dismount, keeping a quick, orderly pace, clearing the area around the aircraft from hazards and threats, and guiding everyone to the rally point so the operation can proceed without delay or confusion. The Chalk Leader works closely with the Aircraft Commander to time the off-load and maintain security during the insertion. Planning the overall operation is handled by higher-level planning elements, and riding in the last aircraft or focusing primarily on higher HQ communications are not the Chalk Leader's main responsibilities.

3. Which of the following is NOT a method in the Controlling Phase?

A. Visual

B. Radio advisory to pilot

C. Electronic

D. Verbal

Controlling Phase relies on signals the ground controllers use to guide aircraft into the landing zone without relying on radio to convey the core directing signals. Visual signals are the primary method—hand signals, wands, or other visible indicators that the pilot can see in the approach. Verbal signals are direct spoken commands from the controller to the aircrew, delivered clearly on the appropriate, standardized channel. Electronic signals involve using electronic means to relay the necessary instructions or status, still staying within the signaling framework observed on the ground. A radio advisory to the pilot, while a valid form of communication, isn't part of these signaling methods used during the Controlling Phase, because it relies on radio communication rather than the visible or directly signaled cues that guide the aircraft at close range.

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4. Which description best reflects how to report a load problem to the flight crew?

A. Yell for attention and hope someone hears you

B. Use approved signals or radio calls to describe the issue and request guidance or abort

C. Do nothing until the flight ends

D. Notify only the ground crew

Clear, standardized communication with the flight crew is essential whenever a load problem is noticed during an air assault operation. Using approved signals or radio calls ensures the message is understood quickly and accurately, even in loud or stressful situations. This lets the crew assess the issue, determine if the lift can continue safely, or if an abort is necessary. Describe the problem succinctly and to the point, such as a load shift, a strap or tie-down failure, or visible damage, and request the appropriate action—guidance from the flight crew or an abort if safety is in doubt. Hand signals are prearranged for quick, on-the-spot communication, while radio calls provide a formal, transmitted report that the crew can acknowledge and act on. Relying on ad hoc shouting or waiting until the flight ends delays the response and increases risk, and notifying ground personnel alone may not reach the flight crew in a timely way.

5. Can a Close Combat Attack (CCA) be conducted without positive identification of friendly and enemy forces by both the ground and aviation commander prior to attack aviation aircraft opening fire?

A. Yes

B. No, both must have positive ID

C. Only ground commander

D. Only aviation commander

In a Close Combat Attack, both the ground commander and the aviation commander must positively identify the target before any attack aircraft fires. Positive identification is essential to confirm that the target is an enemy and that engaging it won't put friendly forces or noncombatants at risk. The ground and air teams share a live picture of the battlefield, verify targets through markers, communications, and mutual confirmation, and only then authorize the engagement. If either commander cannot positively identify the target, the attack is not authorized, to prevent fratricide and adhere to rules of engagement. So, you cannot conduct a CCA and open fire without positive ID by both sides.

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6. What is one of the feedback types the pilot expects from the AATF when a target is missed?

A. Target destroyed - end of mission

B. Target missed - adjust fire by giving direction and distance in meters from impact to the target

C. Weapon effects on target, re-engage

D. Friendly forces repositioned

When fire misses, the pilot needs precise, actionable guidance to adjust the next attempt. The most useful feedback is to specify how far and in which direction the impact point is from the target, expressed in meters. This direction-and-distance information lets the pilot translate the observed miss into a concrete correction—moving the aim point left or right and adjusting the range for the next shot. For example, if the round lands short and to the left of the target, reporting those offsets in meters tells the pilot exactly how to adjust elevation and azimuth for the next pass. Other feedback like declaring the target destroyed, noting weapon effects and re-engaging, or reporting repositioned friendly forces doesn't provide the precise corrective data needed to improve accuracy after a miss.

7. What does 'break contact' mean in air assault operations?

A. To disengage from enemy contact and withdraw to safer positions or alternate routes.

B. To maintain contact and press the attack.

C. To pause to reassess before continuing.

D. To escalate the engagement.

Break contact means disengaging from the enemy and withdrawing to a safer position or to a different route to regain the ability to maneuver. In air assault operations, this is used when continuing the fight would expose the force to unacceptable risk, so the unit breaks away from the threat, uses covered or protected movement, and repositions to a place where a new plan or movement can be executed safely. It's a controlled, deliberate action to preserve forces and preserve future options rather than pressing the attack, pausing without leaving contact, or escalating the engagement.

8. What is the maximum gross weight of the CH-47D/F Chinook?

A. 40,000 lbs

B. 45,000 lbs

C. 60,000 lbs

D. 50,000 lbs

The main idea here is understanding what "maximum gross weight" means: the heaviest total weight the helicopter is certified to take off with, including fuel, crew, passengers, and cargo. For the CH-47D/F Chinook, that certified limit is 50,000 pounds. This figure comes from the aircraft's airframe strength, rotor system capacity, and power margins. Staying at or below 50,000 pounds ensures there is enough lift and control authority to climb safely and avoid overstressing the structure or reducing performance to unsafe levels, even as conditions change (like altitude or temperature). Loads heavier than this would push beyond what the airframe and systems are certified to handle, while loads well under it don't push the limit. So 50,000 pounds is the maximum gross weight the CH-47D/F is authorized to carry at takeoff.

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9. What should you do if weather worsens during approach?

A. Abort or adjust plan in accordance with SOP and crew guidance

B. Continue regardless

C. Change aircraft type

D. Request a different pilot

When weather worsens during an approach, the safest move is to abort or adjust the plan according to the published SOP and the crew's guidance. Deteriorating conditions—lower ceilings, reduced visibility, gusts, or precipitation—increase the risk of an unstable approach or loss of visual reference. Following SOP/crew guidance means you may execute a go-around, alter the approach to a safer alternate, or divert as directed, and you coordinate with the crew and ATC to reassess weather, altitude, airspeed, and landing options. Pushing ahead into worse weather raises the risk of loss of situational awareness or unintended contact with terrain or obstacles. Mid-flight changes like switching aircraft or requesting another pilot don't address the safety issue and aren't the appropriate response under these conditions.

10. Which statement best captures the overall purpose of the chain of command in air assault operations?

A. To provide leadership, ensure safety, coordinate tasks, and make decisions from planning to execution

B. To minimize communication and maximize independent action

C. To centralize all control with no delegation

D. To ensure unity of command, clear authority, and timely decisions from planning to execution

In air assault operations, the chain of command exists to maintain unity of effort through a single, clear line of authority that enables timely decisions from planning through execution. This structure keeps aviation, ground forces, and support elements synchronized, so orders flow smoothly and actions are coordinated under one responsible commander. That focus on unified, authoritative direction is why the statement emphasizing unity of command, clear authority, and timely decisions best captures the purpose. The other options either describe generic leadership tasks, promote unnecessary independence, or advocate centralized control with no delegation, all of which can lead to delays or confusion in dynamic, high-stakes operations.

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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://benningnatguardwtuairassaultphase1.examzify.com

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

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