BLOCK V B□52 CREW CHIEF PRACTICE EXAM (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. What action should be taken for a leaking tubing/nut/hose fitting?

A. Re-torque to the specified torque value

B. Replace the entire assembly

C. Ignore if leak is small

D. Apply tape to seal

2. During jacking, what is the required communication between roles?

A. Plum bob observer and jacking manifold operator

B. Ground crew foreman and jack operator

C. Radio contact with control tower

D. Pilot and co-pilot

3. How are Ground Service Pumps powered?

A. Electrically driven by switches located in No. 1 wheel well

B. Mechanically driven by the main rotor

C. Hydraulically driven by the reservoir pressure

D. Pneumatically driven by bleed air

4. Steering ByPass Keys permit what when towing?

A. Allow steering actuators to move freely during tow

B. Lock steering during tow

C. Disable braking

D. Increase steering angle

5. Body Standby Pumps have a reserve tank capacity of how many gallons?

A. 0.5 Gallon

B. 1 Gallon

C. 2 Gallons

D. 3 Gallons

6. The parking brake consists of which mechanism?

A. Mechanical linkage to hold brake in applied position

B. Electronic actuator controlling brake pressure

C. Hydraulic pump for brake system

D. Pneumatic release valve for parking brake

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7. Which telltale indicates the gear is in transit on the Position Indicating and Warning System?

A. Barber pole

B. UP

C. Wheel

D. Locked

8. Who is responsible for determining the jacking envelope and process?

A. Jacking Supervisor

B. Maintenace Supervisor

C. Ground Crew Chief

D. Safety Inspector

9. Which specification corresponds to Petroleum Base Hydraulic Fluid?

A. MIL-H-5606

B. MIL-PRF-87257

C. MIL-PRF-2105

D. MIL-STD-930

10. The Anti-Skid Test Switch is located on which panel?

A. Copilot's side panel

B. Pilot's side panel

C. Overhead console

D. Floor-mounted console

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Answers

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

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Explanations

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1. What action should be taken for a leaking tubing/nut/hose fitting?

A. Re-torque to the specified torque value

B. Replace the entire assembly

C. Ignore if leak is small

D. Apply tape to seal

Leaking at a tubing/nut/hose fitting usually means the joint isn't seated with the correct clamping force. The best first step is to re-torque the fitting to the specified value using the proper torque wrench and tightening pattern, with the system depressurized and the area clean. If the leak stops after retorquing, the issue was simply under-torque. If it continues, inspect for damaged threads, deformed seating surfaces, or a cracked/bent fitting and replace the faulty part as needed. Avoid sealing with tape or other improvised methods, and don't ignore the leak.

2. During jacking, what is the required communication between roles?

A. Plum bob observer and jacking manifold operator

B. Ground crew foreman and jack operator

C. Radio contact with control tower

D. Pilot and co-pilot

During jacking, pairing a clear, continuous exchange between the plum bob observer and the jacking manifold operator is essential. The plum bob observer provides the alignment reference, making sure the aircraft's lifting points line up with the jacks and that the fuselage stays true to vertical as lift begins. The jacking manifold operator controls the hydraulic lifts, sequencing and raising the aircraft to the required height. By communicating, they verify correct alignment, monitor lift progression, and confirm when each jack is bearing load or when to stop at the target height. This direct coordination keeps the lift even and prevents uneven loading, side loads, or misplacement that could damage the airframe or create a safety hazard.

3. How are Ground Service Pumps powered?

A. Electrically driven by switches located in No. 1 wheel well

B. Mechanically driven by the main rotor

C. Hydraulically driven by the reservoir pressure

D. Pneumatically driven by bleed air

Ground Service Pumps are electric pumps that run off the aircraft's electrical system and are energized by switches located in the No. 1 wheel well. This arrangement lets ground crews prime and circulate fluids for servicing without needing engine power, hydraulic pressure, or bleed air. The other drive methods—mechanical from the main rotor, hydraulic from reservoir pressure, or pneumatic from bleed air—aren't how these pumps are configured, since they're designed to operate independently of the flight power systems.

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4. Steering ByPass Keys permit what when towing?

A. Allow steering actuators to move freely during tow

B. Lock steering during tow

C. Disable braking

D. Increase steering angle

Steering bypass keys are used during towing to bypass the normal lockout on the nose-wheel steering so the steering actuators can move freely. This allows the tow tractor to steer the nose gear and have it follow the tow direction without fighting a locked or restrained steering system. Without this bypass, the actuators could resist movement, making towing difficult and risking damage. The other options don't describe what the bypass achieves: it isn't about locking steering, disabling braking, or increasing the steering angle.

5. Body Standby Pumps have a reserve tank capacity of how many gallons?

A. 0.5 Gallon

B. 1 Gallon

C. 2 Gallons

D. 3 Gallons

Reserve capacity for the Body Standby Pumps is a small, defined amount of fuel kept on hand to prime the system and maintain flow during startup or transitions when the main pumps aren't supplying fuel. That reserve is one gallon. It's intentionally modest so the system can be primed and stabilized without carrying extra weight or providing prolonged fuel supply. A smaller amount wouldn't reliably prime the lines, while a larger amount would add unnecessary weight and isn't needed by the design. In maintenance checks, this value is used as the spec to verify proper pump reserve.

6. The parking brake consists of which mechanism?

A. Mechanical linkage to hold brake in applied position

B. Electronic actuator controlling brake pressure

C. Hydraulic pump for brake system

D. Pneumatic release valve for parking brake

Holding the brakes in the applied position when the aircraft is parked relies on a mechanical linkage that physically locks the brake mechanism in place. This design ensures the brakes stay engaged without needing continuous hydraulic pressure, power, or electronic control. In this setup, a pawl or latch connected to the brake assembly secures the applied state once the parking brake is engaged, providing a simple, robust means to prevent creeping or movement of the aircraft. Other options rely on active systems: an electronic actuator would require power to maintain brake pressure, a hydraulic pump handles regular braking rather than locking the parked state, and a pneumatic release valve would deal with releasing pressure rather than holding the brakes applied.

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7. Which telltale indicates the gear is in transit on the Position Indicating and Warning System?

A. Barber pole

B. UP

C. Wheel

D. Locked

In the Position Indicating and Warning System, indicators show the gear's status, and a moving condition is flagged differently from a fixed position. The barber pole pattern is used to signal that the gear is in transit—it's moving between up and down, not yet in a settled position. This visual cue helps the crew quickly know the gear isn't fully extended or retracted, just in the process of moving. Other telltales describe specific settled states (such as gear stowed, wheels down, or gear locked), so they don't indicate motion. Therefore, the barber pole is the telltale that denotes the gear is in transit.

8. Who is responsible for determining the jacking envelope and process?

A. Jacking Supervisor

B. Maintenace Supervisor

C. Ground Crew Chief

D. Safety Inspector

The person responsible for determining the jacking envelope and the jacking process is the Jacking Supervisor. This role is the on-site authority for lifting operations and is charged with applying the approved jacking instructions to the aircraft. They calculate and designate the allowable lift limits, identify the correct jack points and pad locations, and plan the lifting sequence to maintain stability and avoid damage. They also ensure the plan aligns with current airframe configuration and any special considerations for weight distribution, loads, or attached equipment. The other roles have important duties, but not this specific responsibility. The Maintenance Supervisor oversees the broader maintenance program and general procedures, not the detailed lifting envelope. The Ground Crew Chief coordinates the personnel and tasks during maintenance, including prep work for jacking, but does not define the envelope itself. The Safety Inspector reviews safety compliance and standards but does not determine the lifting limits or the sequence. So, the Jacking Supervisor is the best fit for determining both the envelope and the process.

9. Which specification corresponds to Petroleum Base Hydraulic Fluid?

A. MIL-H-5606

B. MIL-PRF-87257

C. MIL-PRF-2105

D. MIL-STD-930

Hydraulic fluids differ by what they're made from, and petroleum-based means mineral-oil based. MIL-H-5606 is the specification that defines this petroleum-base hydraulic fluid, the classic choice used in many aircraft systems. It's designed for good lubrication and compatibility with common seals and elastomers, but it's not fire-resistant like some other fluid families. The other options refer to phosphate-ester, fire-resistant fluids rather than petroleum-based ones (MIL-PRF-87257 and MIL-PRF-2105), or are not hydraulic-fluid specifications at all (MIL-STD-930). So MIL-H-5606 is the correct choice for Petroleum Base Hydraulic Fluid.

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10. The Anti-Skid Test Switch is located on which panel?

A. Copilot's side panel

B. Pilot's side panel

C. Overhead console

D. Floor-mounted console

The anti-skid test switch is placed on the Copilot's side panel. This location gives the copilot quick, direct access to perform a braking-system test while the pilot observes indicators and system responses, supporting smooth coordination during preflight checks and operations. The anti-skid system works by monitoring wheel speeds and brake pressure to prevent skidding, and the test switch allows a ground-verified check of that function—typically ensuring the test sequence and any warning indicators operate as expected. The overhead console and floor-mounted controls serve different functions, and the pilot's side panel isn't the designated spot for this test switch in standard configurations, making the Copilot's side panel the correct placement.

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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://blockvb52crewchief.examzify.com

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

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