

BWS CHECKRIDE 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.

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. During hover OGE with a single-engine failure, what is the first action?**
 - A. Collective lever - Adjust to maintain rotor RPM
 - B. Affected engine - Identify
 - C. Airspeed - Increase if possible
 - D. Landing attitude - Establish

- 2. Explain the importance of airspeed control during final approach and landing.**
 - A. Maintaining proper airspeed ensures stable approach, consistent sink rate, good flare control, and reduces risk of stall or hard landing.
 - B. Airspeed has little impact on approach stability.
 - C. Faster airspeeds always reduce landing distance regardless of conditions.
 - D. Lower airspeed always prevents stalls.

- 3. Loss of Tail Rotor Authority is defined as what?**
 - A. Loss of Tail Rotor Authority (mechanical, power available insufficient)
 - B. Loss of Tail Rotor Thrust (tail rotor not driven)
 - C. Weathercock stability
 - D. Tail rotor flutter

- 4. What actions should you take if you lose an electrical system in a light aircraft?**
 - A. Use the standby/essential instruments, switch to the emergency power or backup battery if present, minimize electrical loads, and declare an emergency if needed; communicate with ATC.
 - B. Continue with normal electrical usage.
 - C. Turn on more electrical loads.
 - D. Land immediately.

- 5. What does Vs0 represent in typical light aircraft speed definitions?**
 - A. Stall speed with flaps and landing gear extended
 - B. Stall speed in the clean configuration
 - C. Maximum takeoff weight threshold
 - D. Never-exceed speed

- 6. Which of the following is NOT a hazard category for terrain flight?**
- A. Meteorological
 - B. Physical
 - C. Human
 - D. Thermal
- 7. Which statement best describes the relationship between METAR and TAF?**
- A. METAR provides current observations; TAF provides forecasted conditions for the next period to support planning.
 - B. METAR forecasts the future weather; TAF records past weather.
 - C. METAR and TAF provide identical information.
 - D. TAF is only for IFR flights.
- 8. Maximum operating altitude is 18,000 ft PA.**
- A. 12,000 ft PA
 - B. 18,000 ft PA
 - C. 20,000 ft PA
 - D. 15,000 ft PA
- 9. What is the next step after 'Mask the a/c' in MEMTTSWORN?**
- A. Technique is proper for situation
 - B. Time of exposure based on expected threat
 - C. Scan sectors assigned
 - D. Weapons, sensors, and ASE configured
- 10. In dynamic rollover, which factor relates to the helicopter's center of gravity?**
- A. Surface/Slope
 - B. Aircraft CG
 - C. Tail Rotor Thrust
 - D. Crosswind

Answers

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

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Explanations

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1. During hover OGE with a single-engine failure, what is the first action?

A. Collective lever - Adjust to maintain rotor RPM

B. Affected engine - Identify

C. Airspeed - Increase if possible

D. Landing attitude - Establish

The most important factor to manage right away is the rotor system speed. In a hover out of ground effect with one engine inoperative, the power available drops, so the rotor speed tends to fall. The first action is to adjust the collective to bring the rotor RPM back into the normal (green) range. This directly controls the rotor load and the amount of lift being demanded, helping to prevent further rotor speed decay while you plan the next steps. After rotor speed is stabilized, you then identify the failed engine and proceed with the landing setup. Increasing airspeed isn't applicable in a hover, and establishing a landing attitude is a later step once you've secured rotor speed.

2. Explain the importance of airspeed control during final approach and landing.

A. Maintaining proper airspeed ensures stable approach, consistent sink rate, good flare control, and reduces risk of stall or hard landing.

B. Airspeed has little impact on approach stability.

C. Faster airspeeds always reduce landing distance regardless of conditions.

D. Lower airspeed always prevents stalls.

Controlling airspeed on final approach is how you manage energy, lift, and your flight path to land safely. By holding a stable approach airspeed and appropriate configuration, you keep the wings producing just enough lift to maintain a steady glide without ballooning or sinking too rapidly. This stability translates to a consistent sink rate, which makes the approach predictable and allows you to time the flare precisely. If you fly too fast, you'll be on a higher energy state with more speed in the gusts and wind, which can push you above the ideal glide path, make the runway look farther away, and lengthen the landing roll because of a higher touchdown speed. You'll also have less sensitivity during the flare, making it harder to smooth out the transition to landing. If you fly too slow, you lose margin above stall speed and the sink rate increases, so you can suddenly descend too quickly or stall near the ground. That leads to a hard or staged landing and reduces your control during the roundout and flare. The best practice is to choose an approach speed with a safe margin above stall, use power and pitch to maintain that speed, and stay on the intended glide path. This combination supports a smooth, controlled flare and minimizes the risk of stalls or a hard landing.

3. Loss of Tail Rotor Authority is defined as what?

A. Loss of Tail Rotor Authority (mechanical, power available insufficient)

B. Loss of Tail Rotor Thrust (tail rotor not driven)

C. Weathercock stability

D. Tail rotor flutter

A helicopter's yaw is controlled by the tail rotor's thrust counteracting the torque produced by the main rotor. Loss of tail rotor authority means the tail rotor can't produce enough anti-torque thrust to hold a desired heading because of a mechanical failure or not enough power being available. In this situation, control of yaw is diminished and the aircraft can yaw rapidly unless corrective action is taken. Weathercock stability is about the aircraft's natural tendency to align with the wind, not about the ability to counter main-rotor torque. Tail rotor flutter is a vibration/instability issue, not a loss of anti-torque capability. Tail rotor thrust when the tail rotor isn't driven describes a specific failure scenario, but the formal definition of loss of tail rotor authority centers on insufficient thrust due to mechanical issues or power limits.

4. What actions should you take if you lose an electrical system in a light aircraft?

- A. Use the standby/essential instruments, switch to the emergency power or backup battery if present, minimize electrical loads, and declare an emergency if needed; communicate with ATC.
- B. Continue with normal electrical usage.
- C. Turn on more electrical loads.**
- D. Land immediately.

Losing electrical power means you must conserve the remaining energy and keep the airplane controllable by relying on the instruments and sources you can trust. Start with the standby or essential flight instruments, since they provide the attitude, altitude, airspeed, and flight path information you need to fly safely when the main system is down. If an emergency power source or backup battery is available, switch to it to extend the time you have usable cockpit information and communications. Then reduce electrical demand by turning off nonessential systems and loads—anything not required for safe flight, such as extra avionics, cabin lighting, and certain comfort systems—to preserve power for the critical instruments and radios. If the situation warrants, declare an emergency and contact ATC to obtain priority handling and assistance. Once you have stabilized with the remaining power, plan to land at the nearest suitable site as soon as practicable. The core idea is to preserve power for the essential instruments and communication, while managing the airplane to a safe landing.

5. What does Vs0 represent in typical light aircraft speed definitions?

- A. Stall speed with flaps and landing gear extended**
- B. Stall speed in the clean configuration
- C. Maximum takeoff weight threshold
- D. Never-exceed speed

Vs0 is the stall speed in the landing configuration—that is, the minimum speed at which the airplane can fly with the gear extended and flaps down while still being controllable. In this configuration, the airplane is set up for landing, and knowing this speed helps you plan a safe approach and avoid stalling as you descend and slow. The other ideas aren't correct because they describe different definitions: stall speed in the clean configuration is the speed with flaps and gear up, a separate reference; maximum takeoff weight isn't a speed at all; and never-exceed speed is a separate limit (Vne).

6. Which of the following is NOT a hazard category for terrain flight?

- A. Meteorological
- B. Physical
- C. Human
- D. Thermal**

In terrain flight, hazards are grouped into broad categories you must plan for: meteorological, physical, and human factors. A thermal is a weather phenomenon—rising warm air that can create lift or cause turbulence. It's something you deal with under the meteorological umbrella, not a separate hazard category. So while thermals are an important weather consideration, they don't constitute their own category; they belong under meteorological hazards. The other two categories—physical and human factors—are distinct and describe risks from terrain/obstacles and pilot performance/decision-making, respectively.

7. Which statement best describes the relationship between METAR and TAF?

- A. METAR provides current observations; TAF provides forecasted conditions for the next period to support planning.**
- B. METAR forecasts the future weather; TAF records past weather.
- C. METAR and TAF provide identical information.
- D. TAF is only for IFR flights.

METAR gives a real-time weather snapshot from an airport, including wind, visibility, cloud cover and ceilings, temperature, dew point, and any observable weather. TAF provides the forecast for the same area, typically covering the next 24 to 30 hours with expected conditions and timing of changes to help planning. Because pilots rely on a current weather picture from METAR and an upcoming forecast from TAF to plan flights and anticipate adjusting conditions, this description best captures how they relate. The other ideas don't fit: METAR isn't a forecast, so it doesn't describe future conditions; neither METAR nor TAF records past weather, and they aren't identical in content. TAF isn't limited to IFR flights; it's used for planning all flight operations.

8. Maximum operating altitude is 18,000 ft PA.

- A. 12,000 ft PA
- B. 18,000 ft PA**
- C. 20,000 ft PA
- D. 15,000 ft PA

Maximum operating altitude is the highest altitude at which an aircraft is certified to operate in normal, unrestricted flight. For many light, unpressurized general aviation airplanes, that limit is 18,000 feet pressure altitude. This boundary exists because above that altitude the air is too thin for reliable engine performance, controllability, and suitable oxygen levels for occupants without special equipment. In practice, operations near 18,000 ft PA are limited to certified configurations and often require pressurization and/or supplemental oxygen, so 18,000 ft PA represents the standard maximum.

9. What is the next step after 'Mask the a/c' in MEMTTSWORN?

- A. Technique is proper for situation**
- B. Time of exposure based on expected threat
- C. Scan sectors assigned
- D. Weapons, sensors, and ASE configured

When you've completed masking the aircraft, the next step is to confirm that the masking technique you chose is appropriate for the current situation. This means checking that the method fits the threat level, environmental conditions, mission constraints, and available resources, and that you're applying it correctly. Verifying the technique's suitability ensures the protection you've put in place is effective and aligned with the specific scenario. Only after this validation should you move on to timing decisions, sector scanning, or configuring weapons, sensors, and ASE as needed. If the chosen technique isn't appropriate for the situation, you'd adapt it before proceeding.

10. In dynamic rollover, which factor relates to the helicopter's center of gravity?

A. Surface/Slope

B. Aircraft CG

C. Tail Rotor Thrust

D. Crosswind

The main idea is that stability in dynamic rollover is all about where the helicopter's weight is concentrated. The center of gravity is the point where gravity effectively acts on the aircraft, and its location determines how the weight vector interacts with the ground contact as the helicopter tilts. If the CG is offset or high, the weight line moves further from the base of support, making a rollover easier under a lateral disturbance or on a slope. That's why the factor that directly relates to the center of gravity is the aircraft CG itself. Surface slope, tail rotor thrust, and crosswind can influence stability and the forces acting on the helicopter, but they don't describe where the weight is acting within the aircraft.

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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://bwscheckride.examzify.com>

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

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