C-130J PILOT MQF 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.

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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. No clearance shall be granted to a destination where there is no Terminal Aerodrome Forecast or where forecast weather will be below compatible minimums upon arrival unless an alternate with weather equal to or better than specified minimums is available. The specified minimums include ceiling and visibility. Which set of numbers could represent those minimums?

A. 3000 feet ceiling, 400 feet above minimums, 3 miles visibility

B. 1000 feet ceiling, 1000 feet above minimums, 4 miles visibility

C. 2000 feet ceiling, 400 feet above minimums, 3 miles visibility

D. 2000 feet ceiling, 600 feet above minimums, 2 miles visibility

2. Placement of the flaps lever at or beyond the specified position activates diverter valves to bypass the pressure reducers, allowing hydraulic fluid at approximately which pressure to reach the booster assembly?

A. 15, 2050

B. 20, 2050

C. 15, 3000

D. 20, 3000

3. Before an IFR flight, obtain and record a comprehensive weather briefing.

A. True

B. False

C. Optional

D. Only if weather is uncertain

4. Static propeller feathering is limited to how many cycles, and how many feather commands is it limited to?

A. 4 cycles and 6 feather commands

B. 4 cycles and 4 feather commands

C. 4 cycles and 2 feather commands

D. 2 cycles and 4 feather commands

5. What is the maximum airspeed with flaps set to 100 percent?

A. 150

B. 145

C. 155

D. 140

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6. Fuel reserve and departure fuel amounts: 45 minutes after reaching the alternate and 10 percent more than required to reach the alternate.

A. 30,5

B. 30,10

C. 10,45

D. 45,10

7. What is the maximum MGT threshold above which you should not commence an engine start?

A. 100

B. 175

C. 200

D. 250

8. Which combination fulfills the RVSM entry requirement?

A. Autopilot with altitude hold

B. IFF Mode C

C. Both autopilot with altitude hold and IFF Mode C

D. HUDs

9. What is the primary measure of engine power?

A. MGT

B. HP

C. NP

D. NG

10. What is the APU starter duty cycle?

A. 1 minute on and 1 minute off

B. 1 minute on and 4 minutes off

C. 4 minutes on and 4 minutes off

D. 2 minutes on and 2 minutes off

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Answers

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

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Explanations

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1. No clearance shall be granted to a destination where there is no Terminal Aerodrome Forecast or where forecast weather will be below compatible minimums upon arrival unless an alternate with weather equal to or better than specified minimums is available. The specified minimums include ceiling and visibility. Which set of numbers could represent those minimums?

A. 3000 feet ceiling, 400 feet above minimums, 3 miles visibility

B. 1000 feet ceiling, 1000 feet above minimums, 4 miles visibility

C. 2000 feet ceiling, 400 feet above minimums, 3 miles visibility

D. 2000 feet ceiling, 600 feet above minimums, 2 miles visibility

The key idea is that when you plan an alternate, the forecast weather at the alternate's ETA must be equal to or better than the published alternate minimums, and those minimums are given in terms of ceiling and visibility. For an airport without an instrument approach (a common standard used in these questions), the typical alternate minimums are a ceiling of about 2000 feet and a visibility of 3 miles. The option shown fits that pairing: a 2000-foot ceiling and 3 miles visibility, with the "400 feet above minimums" indicating the forecast must be at least that much better than the base minimums. This makes it a plausible set of alternate minimums you'd use in planning. The other options either present a visibility at or below 2 miles (which is not aligned with the standard alternate minimums for many airports) or show margins that don't correspond to the common published minima.

2. Placement of the flaps lever at or beyond the specified position activates diverter valves to bypass the pressure reducers, allowing hydraulic fluid at approximately which pressure to reach the booster assembly?

A. 15, 2050

B. 20, 2050

C. 15, 3000

D. 20, 3000

When the flaps lever reaches the designated setting (15) or beyond, diverter valves open and bypass the pressure reducers. This sends hydraulic fluid directly to the booster at the higher system pressure, which is about 3000 psi. The booster needs this higher pressure to provide adequate hydraulic assist for control surfaces. So the correct pairing is the specified lever position of 15 with a booster-appropriate pressure of roughly 3000 psi. The reduced pressure (around 2050 psi) is what you'd get with the reducers active, not when bypass is engaged, and while moving beyond the threshold (like 20) would also bypass, the question specifies the designated position as 15.

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3. Before an IFR flight, obtain and record a comprehensive weather briefing.

A. True

B. False

C. Optional

D. Only if weather is uncertain

Weather dramatically affects IFR flight planning, so you must obtain a comprehensive briefing before departure to know current conditions, forecast changes, and any hazards along the route, including departures, destinations, and alternates. This briefing should cover METARs and TAFs for the airports involved, winds aloft, freezing levels, and any icing or turbulence forecasts, as well as SIGMETs/Convective SIGMETs, AIRMETs if applicable, NOTAMs that impact weather or weather-related procedures, and weather trends that could influence routing or minimums. Recording the briefing creates an auditable record that you reviewed and incorporated into the flight plan, supporting safe decision-making and compliance with preflight actions.

4. Static propeller feathering is limited to how many cycles, and how many feather commands is it limited to?

A. 4 cycles and 6 feather commands

B. 4 cycles and 4 feather commands

C. 4 cycles and 2 feather commands

D. 2 cycles and 4 feather commands

Static feathering uses the propeller pitch-control system to move blades to a feathered angle with the engine not turning. In a non-rotating state, repeatedly cycling the pitch actuators can cause excessive wear or binding, so the MQF sets a safeguard: two cycles and four feather commands total. This limit protects the pitch mechanism and hydraulic system from damage when there's no aerodynamic help to assist blade movement. If feathering can't be achieved within those attempts, stop and troubleshoot rather than continue cycling. Therefore, static feathering is limited to two cycles and four feather commands.

5. What is the maximum airspeed with flaps set to 100 percent?

A. 150

B. 145

C. 155

D. 140

Flaps full are limited by VFE—the maximum indicated airspeed at which that flap setting is approved. Exceeding VFE can stress the flap mechanisms or cause control issues, so you must keep speed below this limit when the flaps are extended. For the C-130J, the placard speed for full 100 percent flaps is 145 knots indicated airspeed. So the highest airspeed you should fly with flaps at 100 percent is 145 knots. Speeds like 150 or 155 would go beyond the flap-extended limit and aren't permitted, while a lower speed such as 140 is safe but not the maximum.

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6. Fuel reserve and departure fuel amounts: 45 minutes after reaching the alternate and 10 percent more than required to reach the alternate.

A. 30,5

B. 30,10

C. 10,45

D. 45,10

When planning fuel, you must have a dedicated reserve for the leg after you reach the alternate and a margin above the fuel needed to reach that alternate in the first place. The requirement here is a reserve of 45 minutes after arriving at the alternate, plus departure fuel that is 10 percent more than the fuel required to reach the alternate. This combination is expressed by a pair of values: 45 minutes for the reserve, and 10 percent extra for the departure amount. That's why the correct choice is the one showing 45 and 10. The reserve ensures you can handle holding or delays after arrival at the alternate, and the 10 percent extra on departure provides a safety margin during the initial leg to the alternate. The other options mix or misstate these two separate requirements.

7. What is the maximum MGT threshold above which you should not commence an engine start?

A. 100

B. 175

C. 200

D. 250

Starting an engine requires the turbine section to be cold enough to begin rotation safely. The MGT gauge shows how hot the gas-path is, and a high prestart temperature increases the risk of a hot start and thermal damage during the initial spool. The limit you must respect is 175°C; if MGT is at or above this value, you should not start the engine and instead wait for cooling or take steps to reduce the temperature before attempting a start. This threshold protects bearings, seals, and the turbine from thermal shock as the engine begins to rotate. Lower values (like 100°C) would be safer but would unnecessarily delay starts, while higher values would permit starts that could lead to hot starts or damage.

8. Which combination fulfills the RVSM entry requirement?

A. Autopilot with altitude hold

B. IFF Mode C

C. Both autopilot with altitude hold and IFF Mode C

D. HUDs

RVSM entry hinges on having both a reliable way to hold the aircraft at a precise altitude and a way to report that altitude to air traffic control. An autopilot with altitude hold provides automatic vertical control, keeping you on the assigned altitude with the tight tolerances required in RVSM airspace. But ATC must see your actual altitude, which a Mode C transponder supplies by encoding your altitude in radar returns. Without altitude reporting, you're not sharing the necessary surveillance data, and without altitude-keeping capability, you can't guarantee the precise vertical separation RVSM requires. HUDs don't contribute to either altitude control or altitude reporting, so they don't satisfy RVSM entry requirements. So combining autopilot with altitude hold and IFF Mode C covers both the control and the surveillance aspects essential for RVSM entry.

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9. What is the primary measure of engine power?

A. MGT

B. HP

C. NP

D. NG

Power is the rate at which the engine can do work, and in aviation that rate is typically expressed as horsepower. For a turboprop engine like the ones on a C-130J, horsepower represents shaft power delivered to the propeller, which directly relates to the aircraft's ability to perform work and generate thrust. The other terms describe operating limits or control signals rather than the actual power output: maximum gas temperature is a heat limit to prevent damage, while NP and NG refer to engine speeds (power turbine speed and gas generator speed) used to control operation. So horsepower is the standard measure of the engine's power output.

10. What is the APU starter duty cycle?

A. 1 minute on and 1 minute off

B. 1 minute on and 4 minutes off

C. 4 minutes on and 4 minutes off

D. 2 minutes on and 2 minutes off

The APU starter duty cycle is about protecting the starter from overheating by limiting how long it can run and requiring a cooldown period between attempts. The prescribed cycle is one minute on, four minutes off. This keeps the starter within safe temperature limits and reduces wear, ensuring reliable starts. If you kept the starter energized longer than a minute or shortened the cooldown, the starter could overheat and fail or wear out more quickly. The other options either shorten the cooling time too much or extend the on time beyond what the system allows, which isn't safe for repeated starts.

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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://c130jpilotmqf.examzify.com

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

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