C-17 PILOT INITIAL QUALIFICATION (PIQ) END OF COURSE 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. If all four overpressure shutoff valves close while airborne, what systems will be lost?

A. Air conditioning only

B. Air conditioning and ice protection system

C. Anti-ice protection only

D. Air conditioning and windshield defog

2. In the event of an engine failure during landing, which engines should have their throttle set to reverse idle?

A. Only the failed engine

B. Both operative engines

C. All engines

D. It depends on the procedure

3. What is the significance of the separation valve during refueling operations?

A. It controls the fuel flow to the engines

B. It isolates the refuel system

C. It regulates the pressure in fuel tanks

D. It ensures proper fuel transfer between tanks

4. Which hydraulic system controls the normal extension and retraction of the gear?

A. No. 1

B. No. 2

C. No. 3

D. No. 4

5. Where is the oxygen control panel for the passenger/auxiliary oxygen system located?

A. At the forward loadmaster station.

B. At the instructor loadmaster station.

C. At the aft left loadmaster station.

D. At the aft right loadmaster station.

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6. At what altitude does survivability decrease when performing bailout procedures?

A. 1,500 feet

B. 2,000 feet

C. 2,500 feet

D. 3,000 feet

7. Prior to cargo jettison, what should the crew ensure?

A. The airspeed is in excess of 250 KCAS.

B. Allowable CG limits are not exceeded.

C. The aircraft is over water.

D. The aircraft is in visual meteorological conditions.

8. Where are the crash axes located?

A. Crew rest area and cargo compartment

B. Cockpit and cargo compartment

C. Cockpit only

D. Cargo compartment only

9. What does the term "engine failure recognition speed" refer to in takeoff considerations?

A. The speed at which pilots must abort takeoff

B. The speed at which the aircraft loses a vital engine

C. The speed necessary for successful engine restart

D. The speed needed for obstacle clearance

10. What occurs when the landing gear TEST button is depressed?

A. The red warning lights in the gear handle illuminate

B. Both red and green lights in the landing gear position light indicators illuminate

C. The landing gear warning horn sounds

D. All warning lights and alerts activate

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Answers

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

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Explanations

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1. If all four overpressure shutoff valves close while airborne, what systems will be lost?

A. Air conditioning only

B. Air conditioning and ice protection system

C. Anti-ice protection only

D. Air conditioning and windshield defog

When all four overpressure shutoff valves close while the aircraft is airborne, it results in the loss of both the air conditioning system and the ice protection system. The overpressure shutoff valves are critical for controlling the airflow and maintaining the required pressure within these systems. The air conditioning system is responsible for providing a comfortable environment in the cockpit and cabin, regulating temperature, and managing humidity levels. When the overpressure shutoff valves close, the airflow necessary for the air conditioning system is interrupted, leading to a failure in climate control. Simultaneously, the ice protection system, which prevents ice formation on critical surfaces of the aircraft, also relies on this airflow. The closure of the overpressure shutoff valves disrupts the operation of the ice protection system, increasing the risk of ice build-up that can adversely affect aircraft performance and safety. Therefore, the correct answer identifies the loss of both the air conditioning and the ice protection systems as a direct consequence of the overpressure shutoff valves being closed during flight.

2. In the event of an engine failure during landing, which engines should have their throttle set to reverse idle?

A. Only the failed engine

B. Both operative engines

C. All engines

D. It depends on the procedure

Setting the throttle to reverse idle for all engines during an engine failure on landing is a crucial procedure that enhances safety and control of the aircraft. When an engine failure occurs, particularly during the critical phase of landing, it is vital to maximize the thrust and control available to maintain directional stability and deceleration. By deploying reverse thrust on all engines, including the operative ones, the pilot can help counteract any yaw induced by the asymmetric thrust caused by the failure of one engine. This helps to stabilize the aircraft and ensures it remains aligned on the runway centerline, reducing the risk of runway excursions or loss of control. Moreover, utilizing reverse thrust can significantly shorten the landing roll, contributing to safer landings on shorter runways or in adverse conditions. Implementing reverse thrust from all engines also aligns with procedural consistency, offering a uniform response to engine failure scenarios, which can simplify pilot decision-making. This comprehensive approach ensures the pilot has maximum braking capability and aids in a swift and controlled response during a critical moment.

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3. What is the significance of the separation valve during refueling operations?

A. It controls the fuel flow to the engines

B. It isolates the refuel system

C. It regulates the pressure in fuel tanks

D. It ensures proper fuel transfer between tanks

The significance of the separation valve during refueling operations lies in its role in isolating the refuel system. This isolation is crucial for ensuring safety and preventing contamination of the fuel system when refueling the aircraft. By effectively separating the fuel tanks from the refueling source, the separation valve helps to mitigate the risk of fuel spills and other hazards. Furthermore, this isolation allows for maintenance and checks on the fuel system without requiring the aircraft to be completely grounded or out of service, thereby enhancing operational efficiency. It ensures that the refueling system can be safely managed without affecting the engine performance or fuel tank integrity during the process. This operational safety measure is vital for effective and safe refueling procedures in aviation.

4. Which hydraulic system controls the normal extension and retraction of the gear?

A. No. 1

B. No. 2

C. No. 3

D. No. 4

The hydraulic system responsible for the normal extension and retraction of the landing gear in the C-17 is the No. 3 hydraulic system. This system is specifically designed to manage landing gear operations, ensuring safe deployment and retraction when required during takeoff and landing phases of flight. Understanding the functional distribution among the different hydraulic systems is crucial for pilots and crew members, as each system operates distinct components of the aircraft. The No. 1, No. 2, and No. 4 systems have their specific designated functions, which do not include the landing gear operation. Thus, effective management of the No. 3 hydraulic system is vital for the aircraft's ground handling capabilities.

5. Where is the oxygen control panel for the passenger/auxiliary oxygen system located?

A. At the forward loadmaster station.

B. At the instructor loadmaster station.

C. At the aft left loadmaster station.

D. At the aft right loadmaster station.

The oxygen control panel for the passenger/auxiliary oxygen system is located at the forward loadmaster station. This placement is practical because it allows the loadmaster to efficiently manage and monitor the oxygen supply for passengers and crew when needed. The forward loadmaster station is typically the first point of contact for overseeing the passenger cabin area during flight, facilitating quicker response times in case of an emergency that requires oxygen deployment. Additionally, this location is strategic, enabling the loadmaster to communicate with pilots and ensure that all procedures regarding oxygen usage are followed seamlessly.

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6. At what altitude does survivability decrease when performing bailout procedures?

A. 1,500 feet

B. 2,000 feet

C. 2,500 feet

D. 3,000 feet

Survivability during bailout procedures significantly decreases at an altitude of 2,000 feet. At this altitude, the time available for a successful parachute deployment is considerably limited. Most parachutes require a minimum altitude for effective deployment, and the risks associated with lower altitudes—such as insufficient time for the parachute to open fully and reach an operational descent speed—increase markedly. At 2,000 feet, pilots are faced with critical decisions and limited options if a bailout becomes necessary. The deployment of the parachute and the decision-making process regarding the jump ticket must happen swiftly, as the ground approaches rapidly. The complications associated with low-altitude bailouts make this height particularly precarious, hence recognized as a threshold where survivability sharply declines. Above this altitude, pilots have more time to execute bailout procedures effectively, improving their chances of survival.

7. Prior to cargo jettison, what should the crew ensure?

A. The airspeed is in excess of 250 KCAS.

B. Allowable CG limits are not exceeded.

C. The aircraft is over water.

D. The aircraft is in visual meteorological conditions.

Before proceeding with cargo jettison, it is essential for the crew to ensure that the allowable center of gravity (CG) limits are not exceeded. This is crucial because maintaining proper CG limits is vital for the stability and control of the aircraft during and after the jettison process. An aircraft outside its CG limits can experience handling difficulties, which could compromise safety and increase the risk of an accident. Ensuring that the CG limits are adhered to allows the crew to maintain optimal performance and safety margins. This consideration helps in preventing adverse effects on the aircraft's attitude and responsiveness, which is especially important when performing such a significant maneuver as cargo jettison. Therefore, prioritizing the CG limits is a fundamental aspect of ensuring a safe operation in these scenarios.

8. Where are the crash axes located?

A. Crew rest area and cargo compartment

B. Cockpit and cargo compartment

C. Cockpit only

D. Cargo compartment only

The crash axes in the C-17 are strategically located in the crew rest area and the cargo compartment to ensure their accessibility in case of an emergency. Having a crash axe in the crew rest area provides pilots and crew members easy access when needed, especially during pre-flight checks or if there is an emergency situation when they are off duty. The cargo compartment also serves as a crucial area where fire suppression measures may be necessary, and having a crash axe available allows for rapid response to mitigate risks. This choice recognizes the importance of keeping safety equipment readily accessible in both areas, to maximize the crew's ability to manage emergencies effectively. The accessibility of crash axes in these locations aligns with safety protocols and procedures critical to ensuring a quick and efficient response in potential hazardous situations.

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9. What does the term "engine failure recognition speed" refer to in takeoff considerations?

A. The speed at which pilots must abort takeoff

B. The speed at which the aircraft loses a vital engine

C. The speed necessary for successful engine restart

D. The speed needed for obstacle clearance

The term "engine failure recognition speed" specifically pertains to the speed necessary for obstacle clearance during takeoff. When a pilot experiences an engine failure during the critical phase of takeoff, reaching this speed means that the aircraft has sufficient lift and performance to safely climb away from obstacles in the vicinity, such as trees, buildings, or other obstructions near the runway. This consideration is crucial for maintaining safe operation and ensuring the aircraft can maneuver away from danger following a failure. In the context of takeoff, knowing the engine failure recognition speed allows pilots to assess whether they can safely continue the takeoff or if they should abort the takeoff before reaching this speed, if they experience an engine issue. This understanding is pivotal for maintaining safety and performance standards during flight operations.

10. What occurs when the landing gear TEST button is depressed?

A. The red warning lights in the gear handle illuminate

B. Both red and green lights in the landing gear position light indicators illuminate

C. The landing gear warning horn sounds

D. All warning lights and alerts activate

When the landing gear TEST button is depressed, all warning lights and alerts activate. This functionality is designed to verify the integrity of the landing gear warning system. Pressing the TEST button ensures that pilots can confirm that all warning indicators are operational and functioning correctly before takeoff. The activation of all alerts provides a complete system check, which is critical for maintaining safety. By lighting up all warning lights and sounds during this test, pilots can be assured that if there were any malfunctions or if the landing gear was not in the correct position during landing, the appropriate warnings would activate, alerting the crew. Understanding this procedure is essential for pilots, as it highlights the importance of pre-flight checks and system verification, ensuring the aircraft's safety systems are ready for 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:

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

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