CONTACT CHECK RIDE 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. **In instrument approaches, what does a LOC (localizer) approach primarily provide guidance for?**

   A. Lateral guidance only, providing horizontal alignment to the runway.

   B. Vertical guidance via glideslope.

   C. A localizer or instrument landing system approach; used in instrument conditions or to demonstrate instrument approach procedures during testing.

   D. Course guidance combined with pitch guidance.

2. **Which technique is recommended to aid in AFCS off flight?**

   A. React positively and smoothly to divergent movements

   B. Enter all maneuvers slowly

   C. Avoid overcontrolling the ACFT

   D. Keep a constant altitude

3. **In a go-around, which order of actions correctly describes the go-around sequence?**

   A. Reduce power to idle, pitch for descent, and taxi back to the runway.

   B. Apply full power smoothly, establish a climb attitude, retract flaps as appropriate, and resume/course to pattern or exit as directed.

   C. Apply power smoothly, maintain a level attitude, retract flaps gradually, and turn onto the downwind.

   D. Maintain current altitude and continue the approach.

4. **Which statement about the POH is accurate?**

   A. It is optional reading for pilots.

   B. It provides aircraft-specific procedures, performance data, and limits.

   C. It is only a checklist for maintenance.

   D. It contains marketing materials from the manufacturer.

5. **Which certificates must a private pilot carry and be ready to present when asked?**

   A. Flight bag contents

   B. Proof of flight plan and medical certificate

   C. Valid pilot certificate and current medical certificate appropriate to the operation

   D. Radio Station License and operating limitations

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6. What is the AR 95-1 requirement to stay current as aviator on your airframe?

A. Flight every 60 days at crew station with access to flight control

B. Proficiency flight exam every 60 days

C. Annual simulator check

D. Ground training every 90 days

7. Pressing the CD Release disengages which autopilot modes?

A. Bank Angle Hold and Heading Hold

B. Pitch Hold and Altitude

C. Velocity and Decel

D. FD lateral and longitudinal coupling

8. When is heading hold turned off?

A. Swivel to steer

B. when pedals are engaged

C. CD release

D. above 40 kts cyclic / trim switch

9. How does forward CG affect stall speed?

A. It decreases stall speed.

B. It increases stall speed.

C. It has no effect on stall speed.

D. It makes stall occur at unpredictable speeds.

10. What is the length of the winch cable?

A. 150 ft

B. 100 ft

C. 200 ft

D. 75 ft

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Answers

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

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Explanations

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1. In instrument approaches, what does a LOC (localizer) approach primarily provide guidance for?

A. Lateral guidance only, providing horizontal alignment to the runway.

B. Vertical guidance via glideslope.

C. A localizer or instrument landing system approach; used in instrument conditions or to demonstrate instrument approach procedures during testing.

D. Course guidance combined with pitch guidance.

The main idea being tested is what a localizer approach provides in flight guidance. A localizer gives horizontal, not vertical, guidance. It transmits a course that your navigation instruments show as deviation left or right of the runway centerline, helping you stay on the runway approach path. There is no vertical path information with a LOC-only approach, so you won't see a glideslope on your instruments. If you need vertical guidance, you rely on the glideslope when part of an ILS, or you follow published altitudes/step-down fixes to descend on non-precision approaches. So the LOC approach's primary function is lateral course guidance to the runway.

2. Which technique is recommended to aid in AFCS off flight?

A. React positively and smoothly to divergent movements

B. Enter all maneuvers slowly

C. Avoid overcontrolling the ACFT

D. Keep a constant altitude

When AFCS is off, you're flying without automatic stabilization, so the aircraft can respond more abruptly to your control inputs. Entering all maneuvers slowly is the best approach because gradual, deliberate inputs give the flight surfaces time to respond, reducing the risk of overcontrolling, overshoot, or developing oscillations. This steady, measured technique helps you maintain the desired attitude and airspeed and makes it easier to feel how the airplane is reacting, which is crucial when you don't have autopilot damping to rely on. While reacting smoothly and avoiding overcontrol are good general habits, the specific remedy for AFCS-off flight is to introduce maneuvers slowly to manage the aircraft's unaugmented response. Keeping altitude constant doesn't directly address the dynamic response issues that occur when the AFCS is not providing stabilization.

3. In a go-around, which order of actions correctly describes the go-around sequence?

A. Reduce power to idle, pitch for descent, and taxi back to the runway.

B. Apply full power smoothly, establish a climb attitude, retract flaps as appropriate, and resume/course to pattern or exit as directed.

C. Apply power smoothly, maintain a level attitude, retract flaps gradually, and turn onto the downwind.

D. Maintain current altitude and continue the approach.

Go-around means aborting the landing and climbing away to a safe path. The sequence starts with applying full power smoothly to establish thrust for a positive climb, then pitching to a climb attitude to gain altitude and airspeed. As you confirm a positive rate of climb, retract flaps gradually to the recommended settings so you maintain safe lift and avoid excessive drag or control issues. Once the aircraft is stabilized in a climb, resume the course to the pattern or exit as directed. This order ensures obstacle clearance and a proper transition from approach to climb. The other sequences would either push you into descent, keep you from climbing, or keep you on the approach, which isn't how a go-around is safely executed.

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4. Which statement about the POH is accurate?

A. It is optional reading for pilots.

B. It provides aircraft-specific procedures, performance data, and limits.

C. It is only a checklist for maintenance.

D. It contains marketing materials from the manufacturer.

The idea here is that the Pilot's Operating Handbook is the aircraft-specific manual that tells you exactly what that airplane can and should do. It contains the operating limitations, performance data, and procedures for that model. That means it lists the maximum and minimum speeds, weight and balance limits, engine and system limits, and the charts you use for takeoff, climb, cruise, and landing, along with normal and abnormal procedures. Because pilots must operate within these specifications, the POH is a required reference for planning and flying that aircraft and must be accessible during flight. It isn't optional reading, a maintenance checklist, or marketing material.

5. Which certificates must a private pilot carry and be ready to present when asked?

A. Flight bag contents

B. Proof of flight plan and medical certificate

C. Valid pilot certificate and current medical certificate appropriate to the operation

D. Radio Station License and operating limitations

The main idea is that you must carry the documents that prove you're legally able to fly and that your medical qualification is current. For most private-pilot operations, you're required to have with you a valid pilot certificate and a current medical certificate that matches the privileges you're exercising. You may be asked to present these to a FAA inspector or law enforcement, and they must be valid at the time of the flight. That's why this option is the best: it specifies the two essential items you need to show. The other items aren't generally required to be carried or presented on demand: flight plan documentation isn't always needed, a radio station license isn't required for most domestic flights, and operating limitations aren't something you routinely present as a separate document.

6. What is the AR 95-1 requirement to stay current as aviator on your airframe?

A. Flight every 60 days at crew station with access to flight control

B. Proficiency flight exam every 60 days

C. Annual simulator check

D. Ground training every 90 days

Currency in the airframe is maintained by flying at least once every 60 days while seated at the crew station and with access to the flight controls. This requirement keeps your hands-on proficiency and cockpit familiarity fresh—you're exercising actual control inputs, cockpit workflows, and the aircraft's handling, rather than just riding along or reviewing material. If you haven't flown in the airframe within the last 60 days, you're not current and would need to complete a flight in the airframe with a rated aviator at the controls before returning to normal duties. The other options describe training or evaluation activities that may occur, but they do not satisfy the specific currency criterion of a hands-on flight in the airframe within the 60-day window.

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7. Pressing the CD Release disengages which autopilot modes?

A. Bank Angle Hold and Heading Hold

B. Pitch Hold and Altitude

C. Velocity and Decel

D. FD lateral and longitudinal coupling

The important idea is how autopilot control is separated by axes. The CD Release specifically disables the roll-related autopilot guidance, so the airplane stops following Bank Angle Hold and Heading Hold. You're left with vertical guidance, like Pitch Hold and Altitude, still available if those modes were engaged. So the correct choice is the pair that governs the roll axis. The other options refer to vertical modes or non-rolling functions that aren't disengaged by the CD Release.

8. When is heading hold turned off?

A. Swivel to steer

B. when pedals are engaged

C. CD release

D. above 40 kts cyclic / trim switch

Heading hold keeps the helicopter pointing in a selected direction by using yaw control, but it intentionally steps back when you actively steer with the cyclic. When you swivel the cyclic to steer, you're providing a direct, manual steering input, and the autopilot recognizes this as a request to maneuver, so heading hold is automatically disengaged to give you full control of the turn. Once you stop moving the cyclic and settle into the new path, the system can re-engage heading hold if configured. The other options don't describe the typical trigger for turning off heading hold in this setup: pedals are a separate yaw command, a CD release isn't related to autopilot disengagement in this context, and a high-speed/trim condition isn't the control being described here.

9. How does forward CG affect stall speed?

A. It decreases stall speed.

B. It increases stall speed.

C. It has no effect on stall speed.

D. It makes stall occur at unpredictable speeds.

Forward CG makes the airplane more nose-heavy, so to keep the nose level the tail must push downward more. That tail-down force means the wing must generate more lift to balance the same weight in level flight. Stall happens when the wing can no longer increase lift and reaches its maximum lift coefficient (Cl_max). Since you now need a higher lift coefficient to maintain level flight with a forward CG, you reach Cl_max at a higher true airspeed. In short, moving the CG forward increases the required wing lift and raises the speed at which stall occurs, so stall speed goes up.

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10. What is the length of the winch cable?

A. 150 ft

B. 100 ft

C. 200 ft

D. 75 ft

The length of the winch cable is a fixed specification that determines how far the winch can reach from its mounting point. In this scenario, 150 ft is the standard length assigned to the equipment used for the test, giving enough reach to complete typical operations while staying within the winch drum's capacity and leaving room for proper handling and retraction. Shorter lengths would limit reach and could prevent completing the maneuver safely, while longer lengths could risk overextending the drum or complicating control. So, 150 ft matches the expected equipment setup and test requirements.

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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://contactcheckride.examzify.com

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

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