KC-46 TOW 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. Which item is identified by part number SPL-1499?

A. Towbar assembly pin

B. Emergency disconnect handle

C. Main gear lock pin

D. Nose landing gear towing lever pin

2. To turn more than 65°, you must disconnect the _____.

A. Torsion Links

B. Hydraulics

C. Steering Gear

D. Tow Bar

3. What is the purpose of the manual override handle on the ground?

A. Electrical power not available or parking switch fail

B. Normal operation only

C. During maintenance only

D. Emergency brake on the fly

4. What type of motor powers the parking brake valve?

A. 12 V DC

B. 28 V DC

C. 24 V DC

D. 120 V AC

5. What is the purpose of 'no step' areas during tow?

A. These zones indicate surfaces that must not be stepped on to avoid damage or injury.

B. No step areas are safe to step on during tow.

C. No step areas are for storage of tools.

D. No step areas indicate where the tow vehicle should drive.

6. When can you tow the airplane with one or more deflated shocks struts?

A. During normal operations

B. Only with inspection

C. In an emergency

D. When towing at reduced speed

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7. Which post-tow securing steps should be performed?

A. Disconnect towbar, reinstall wheel chocks, secure aircraft, and log the tow in the records.

B. Park the tow vehicle and leave the towbar attached.

C. Only disconnect the towbar and leave the area.

D. Reinstall wheel chocks, but do not log the tow.

8. What precautions are needed when towing near fuel or hazards?

A. Maintain separation from ignition sources, follow SOP, and ensure there is no fuel leak or vapors present.

B. Keep ignition sources nearby to test fuel systems.

C. Remain near potential leaks to monitor them.

D. Ignore SOP near hazards.

9. If lightning is within 6 miles, what should be done?

A. Continue operations with caution

B. Only essential personnel should stop

C. Stop all work until the lightning is cleared

D. Move to another location

10. What is the correct use of radios during tow?

A. Use radios only when directed; casual calls are acceptable.

B. Maintain continuous communication with the marshal; call signs are not required.

C. Maintain clear, concise calls; confirm with read-backs and maintain continuous communication with the marshal.

D. Radio use is optional during tow.

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Answers

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

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Explanations

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1. Which item is identified by part number SPL-1499?

A. Towbar assembly pin

B. Emergency disconnect handle

C. Main gear lock pin

D. Nose landing gear towing lever pin

Matching a part number to its exact component is what this item tests. SPL-1499 is the designation in the KC-46 parts catalog for the nose landing gear towing lever pin. This pin is the specific hardware used with the nose gear towing lever during towing operations, securing the lever so the nose gear is properly restrained while the aircraft is moved. The other items refer to different components with their own numbers: the towbar assembly pin belongs to the tow bar assembly, the emergency disconnect handle releases the tow bar in an emergency, and the main gear lock pin locks the main landing gear. So SPL-1499 specifically identifies the nose landing gear towing lever pin.

2. To turn more than 65°, you must disconnect the _____.

A. Torsion Links

B. Hydraulics

C. Steering Gear

D. Tow Bar

The key idea is that a tow setup has a built in limit on how far you can turn, and that limit is set by the torsion links on the towbar. These torsion links connect the towbar to the aircraft's nose gear and twist as the nose wheel steers, creating a mechanical restraint that caps the turning at about 65 degrees. When you need to maneuver in tighter spaces, you follow the procedure and disconnect those torsion links, which removes that restraint and allows a greater steering angle. The other components—hydraulics and the steering gear—control normal steering within the designed range and do not provide a safe way to exceed the 65-degree limit. The tow bar is simply the connector, and removing it isn't what allows extra turning.

3. What is the purpose of the manual override handle on the ground?

A. Electrical power not available or parking switch fail

B. Normal operation only

C. During maintenance only

D. Emergency brake on the fly

The grasp of the manual override on the ground is a back up control that lets you operate the tow system when normal power or control signals aren't available. If electrical power isn't present or the parking switch fails, this mechanical handle provides a way to release or override the braking/parking function so the aircraft can be safely moved or secured by ground personnel. In normal operation none of this is needed, but the override ensures continued control in power or switch faults, which is why it's placed for ground use.

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4. What type of motor powers the parking brake valve?

A. 12 V DC

B. 28 V DC

C. 24 V DC

D. 120 V AC

Powering the parking brake valve with a 28 V DC motor matches how aircraft systems are typically wired. The 28 V DC bus provides enough torque for reliable, quick valve actuation while keeping wiring size and overall system complexity reasonable. Using a lower voltage would require more current and heavier wiring to deliver the same power, and using an AC supply would entail additional components and safety considerations for this kind of actuator. So the motor that drives the parking brake valve is a 28 V DC motor.

5. What is the purpose of 'no step' areas during tow?

A. These zones indicate surfaces that must not be stepped on to avoid damage or injury.

B. No step areas are safe to step on during tow.

C. No step areas are for storage of tools.

D. No step areas indicate where the tow vehicle should drive.

The main idea is to protect both people and the aircraft by marking zones that cannot bear foot traffic. No-step areas are surfaces that must not be stepped on during tow because they are not designed to support a person's weight. Stepping there could bend, crack, or crush lightweight or delicate structures, damage sensors or panels, or create a slip or trip hazard. During tow, you should stay on surfaces that are approved for stepping and always follow the crew's guidance. This marks a clear boundary to keep everyone safe and the aircraft intact.

6. When can you tow the airplane with one or more deflated shocks struts?

A. During normal operations

B. Only with inspection

C. In an emergency

D. When towing at reduced speed

When a landing gear shock strut is deflated, it can't properly support and absorb loads, so the gear and tires are at risk of damage during movement. Because of that, towing is not allowed in normal operations or after a casual inspection that doesn't fix the issue. The only time you would tow with one or more deflated struts is in an emergency, when you need to move the airplane to a safe location or clear a hazard. In that situation, take extreme care, keep the tow very slow, use appropriate equipment, and arrange for maintenance to repair or inflate the struts as soon as you reach a safe area.

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7. Which post-tow securing steps should be performed?

A. Disconnect towbar, reinstall wheel chocks, secure aircraft, and log the tow in the records.

B. Park the tow vehicle and leave the towbar attached.

C. Only disconnect the towbar and leave the area.

D. Reinstall wheel chocks, but do not log the tow.

Post-tow securing focuses on keeping the aircraft safe after movement and ensuring the operation is properly recorded. First, disconnecting the towbar prevents any chance of the aircraft being tugged again by mistake and avoids damage or unexpected movement. Next, reinstalling wheel chocks is essential to stop the aircraft from rolling due to wind, slope, or residual push, especially once the tow vehicle is removed. Securing the aircraft itself means confirming the parking brake is set and any required controls locks or tie-downs are in place so the airplane remains stationary and protected from movement or wind gusts. Finally, logging the tow in the records creates a traceable record of the operation for maintenance, accountability, and safety compliance. Leaving the towbar attached, not re-chocking, or skipping the log would miss one or more of these critical safety and accountability steps.

8. What precautions are needed when towing near fuel or hazards?

A. Maintain separation from ignition sources, follow SOP, and ensure there is no fuel leak or vapors present.

B. Keep ignition sources nearby to test fuel systems.

C. Remain near potential leaks to monitor them.

D. Ignore SOP near hazards.

Safety around fuel hazards during towing hinges on keeping ignition sources away and strictly following procedures. Fuel vapors can ignite from sparks, hot surfaces, or static discharge, so it's essential to maintain a safe separation from any ignition sources and ensure electrical systems are de-energized as required. Before and during towing, verify there is no fuel leak or vapors present and follow the established SOP for towing near fuel or hazards. This means coordinating with the crew, securing the area, and using the proper towing equipment and procedures. Actions that place ignition sources near the area, test fuel systems in the hazard zone, monitor leaks by staying close, or ignore the SOP increase fire risk and are unsafe.

9. If lightning is within 6 miles, what should be done?

A. Continue operations with caution

B. Only essential personnel should stop

C. Stop all work until the lightning is cleared

D. Move to another location

When lightning is within a six-mile radius, the immediate priority is to remove people from the danger zone and seek proper shelter. This distance indicates a credible threat of a lightning strike, which can reach well beyond the storm's visible edges. Stopping all work until the lightning clears ensures everyone is safely out of open or unprotected areas and not exposed to a sudden strike. Continuing operations with caution still leaves personnel at risk because a strike can occur with little warning and travel distances vary, so partial precautions aren't reliable. Limiting the stop to only essential personnel isn't sufficient either, since anyone remaining in the work area can be endangered. Moving to another location might reduce exposure, but if the new spot isn't a properly protected shelter and the lightning still poses a threat, safety isn't guaranteed. Stop all work until the threat has passed, then resume only after clear confirmation.

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10. What is the correct use of radios during tow?

A. Use radios only when directed; casual calls are acceptable.

B. Maintain continuous communication with the marshal; call signs are not required.

C. Maintain clear, concise calls; confirm with read-backs and maintain continuous communication with the marshal.

D. Radio use is optional during tow.

Clear, concise radio calls with read-backs and ongoing contact with the marshal keep tow operations safe and coordinated. The marshal guides the movement, so every instruction must be transmitted clearly and confirmed back exactly as given to ensure both sides share the same understanding. Read-backs verify important details like direction, speed, and any special actions, reducing the chance of miscommunication in busy or noisy environments. Maintaining continuous communication means you continuously relay progress, changes, and any issues, so instructions can be adjusted promptly. This combination—clear calls, verified understanding, and constant contact with the marshal—is why this approach is the best choice.

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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://kc46tow.examzify.com

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

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