LOCKHEED C-5 GALAXY OPERATIONS LIMITS 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. What is the maximum reverse MGT?

A. 900

B. 980

C. 1000

D. 960

2. CG limits are expressed as which range?

A. 19-41

B. 17-40

C. 20-42

D. 18-44

3. The hydraulic overpressure limit is specified as which value?

A. 3,000

B. 3,400

C. 2,900

D. 4,000

4. Turn anti-skid off when taxiing below how many knots?

A. 15

B. 25

C. 20

D. 30

5. During inflight icing, engines must be advanced to at least what percent N1?

A. 70%

B. 75%

C. 60%

D. 65%

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6. For 3 Engine En Route Climb (<= 600,000 lb), what Mach number corresponds to the setting?

A. 0.60

B. 0.65

C. 0.50

D. 0.70

7. For Driftdown (2 or 3 Engine), what is the minimum indicated airspeed in knots?

A. 240

B. 250

C. 230

D. 260

8. What is the nose-down pitch trim value for AR Ops?

A. 1.0

B. 1.5

C. 4.0

D. 3.8

9. Which configuration yields the highest Vapp AoA?

A. 5.0 degrees

B. 7.8 degrees

C. 6.9 degrees

D. 7.2 degrees

10. For Clean (Severe Turbulence), what is the minimum indicated airspeed in knots?

A. 280

B. 270

C. 290

D. 260

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Answers

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

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Explanations

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1. What is the maximum reverse MGT?

A. 900

B. 980

C. 1000

D. 960

Maximum reverse MGT is the highest allowable turbine gas temperature when thrust reversers are in use. In reverse thrust, the engine flow and cooling conditions change, which means the turbine experiences a different heat load than in normal forward thrust. To protect the turbine from overheating, the limit is set lower for reverse operation than for forward operation. For the C-5 Galaxy's engine limits, that reverse limit is 960 degrees Celsius. So you'd keep the reverse MGT at or below 960°C; if it starts to approach that value, reduce reverse thrust or return to idle/forward thrust to avoid overheating. The other numbers aren't the specified maximum for reverse thrust; they don't reflect the established reverse MGT limit.

2. CG limits are expressed as which range?

A. 19-41

B. 17-40

C. 20-42

D. 18-44

Center of gravity limits define the allowable longitudinal position of the aircraft's balance within the flight envelope, ensuring controllability and stability. On the C-5 Galaxy, this position is expressed as a percentage of the mean aerodynamic chord (percent MAC), providing a consistent reference for where the CG can be located as weight and loading change. The allowable range for the C-5 is from 19 percent MAC forward to 41 percent MAC aft. Keeping the CG within this window ensures sufficient elevator authority for takeoff rotation and landing, and maintains adequate longitudinal stability and control effectiveness. If the CG were forward of 19% MAC, elevator authority could be reduced and handling degraded; if aft of 41% MAC, stability and control could deteriorate, increasing the risk of undesirable handling characteristics. Therefore, the expressed range is 19-41 percent MAC.

3. The hydraulic overpressure limit is specified as which value?

A. 3,000

B. 3,400

C. 2,900

D. 4,000

In hydraulic systems, the overpressure limit is the maximum pressure the system may experience before protective actions engage to prevent damage. For the C-5 Galaxy, the hydraulic overpressure limit is set at 3,400 psi. This value provides a safety margin above normal operating pressure, allowing for brief pressure spikes, while staying well below the point where components could fail. If pressure climbs beyond this limit, relief mechanisms activate or the system shuts down to protect the aircraft's hydraulics and flight controls. Other possible numbers would either trip too early or permit pressures that could risk damage, so they do not represent the specified protection level.

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4. Turn anti-skid off when taxiing below how many knots?

A. 15

B. 25

C. 20

D. 30

Anti-skid serves to prevent tire skids by modulating brake pressure, especially during stronger braking. On the ground at slow taxi speeds, the system can be overly sensitive to tiny wheel-speed changes and sensor noise, which can cause unwanted brake pulses or chatter. Turning anti-skid off when you're taxiing below 20 knots avoids this, giving you smoother, more controllable braking and steering on the ground. Once you're moving faster than 20 knots, keeping anti-skid on provides tire protection during braking and helps prevent skids during deceleration. Choosing a much lower threshold would disable anti-skid earlier than needed, and a higher threshold would leave anti-skid active during slow taxiing, which can lead to rough braking behavior at low speeds.

5. During inflight icing, engines must be advanced to at least what percent N1?

A. 70%

B. 75%

C. 60%

D. 65%

When inflight icing is encountered, the engines must be brought to a higher N1 to keep the airflow into the compressors stable. Ice and ice ingestion can disrupt the smooth flow of air, raise the risk of compressor surge or flameout, and also affect anti-ice and bleed-air systems. By increasing N1, you ensure enough mass flow and compressor stability to ride out the icing condition, and you have a buffer against the adverse effects of ice buildup. This is a minimum requirement, meaning you raise to a relatively elevated thrust level and can go higher if icing remains or worsens, but you should not stay at a lower power setting. Among the options, you select the one that represents the minimum acceptable elevated setting—the idea being you must be at or above that level to maintain safe engine operation in icing.

6. For 3 Engine En Route Climb (<= 600,000 lb), what Mach number corresponds to the setting?

A. 0.60

B. 0.65

C. 0.50

D. 0.70

The concept being tested is how speed is set for a three-engine en route climb at a heavy weight. When one engine is out on a four engine aircraft like the C 5, the climb performance is governed by a specific Mach number that gives the right balance between speed and the available thrust to maintain the required climb gradient. For a weight up to 600,000 pounds, the recommended setting is Mach 0.65. This speed provides enough airspeed to keep the aircraft efficiently climbing while still leaving adequate thrust margin on the remaining three engines. Going slower, say Mach 0.50 or Mach 0.60, would reduce climb rate and could fail to meet required gradients with an engine inoperative. Going faster, such as Mach 0.70, would demand more thrust than is reliably available with one engine out, risking insufficient climb performance. So the Mach number 0.65 is chosen because it hits the right performance envelope for a three-engine en route climb at that weight.

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7. For Driftdown (2 or 3 Engine), what is the minimum indicated airspeed in knots?

A. 240

B. 250

C. 230

D. 260

Driftdown is the speed range you must maintain after losing two or three engines to ensure you have enough lift and control authority to safely descend. The minimum indicated airspeed for this engine-out condition is set to prevent control problems and stall as you operate with reduced thrust. For the C-5 in a two- or three-engine-out scenario, that minimum IAS is 250 knots. This value gives you the necessary margin to stay controllable and maintain safe flight with the remaining engines. Lower speeds, like 240 or 230 knots, would reduce wing lift and control effectiveness too far and risk a stall or loss of control. A speed of 260 knots is above the minimum, which would be acceptable but not the lowest safe speed specified for this case.

8. What is the nose-down pitch trim value for AR Ops?

A. 1.0

B. 1.5

C. 4.0

D. 3.8

In flight, trim fixes the airplane's pitch so you don't have to hold constant control pressure. For AR Ops, the aircraft in that configuration tends to pitch up, so you set a nose-down trim to counter that moment and hold a stable, level attitude with minimal stick effort. The precise nose-down trim value used for AR Ops is 3.8 degrees. This specific setting matches the aircraft's aerodynamic balance in that configuration, weight, and speed ranges, giving near-zero net pitching moment at level flight and preventing the need for large control inputs. Smaller values like 1.0 or 1.5 degrees wouldn't fully counter the nose-up tendency, increasing control load and reducing stability margins. A value of 4.0 degrees is larger than the standard AR Ops setting and could push the aircraft into too much nose-down attitude, affecting performance and controllability.

9. Which configuration yields the highest Vapp AoA?

A. 5.0 degrees

B. 7.8 degrees

C. 6.9 degrees

D. 7.2 degrees

Vapp AoA is the angle of attack required at the approach speed for a given configuration. When you extend the flaps, the wing's lift coefficient increases, allowing you to fly at a lower approach speed. But to generate the same lift at that lower speed, you must operate at a higher angle of attack, closer to stall. The more flap you use, the higher the AoA needed at Vapp. So the configuration with the most flap extension (the landing setup) yields the highest Vapp AoA. Among the options, 7.8 degrees is the largest, so that is the correct choice.

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10. For Clean (Severe Turbulence), what is the minimum indicated airspeed in knots?

A. 280

B. 270

C. 290

D. 260

In severe turbulence you fly to a turbulence penetration speed to keep control effectiveness and reduce gust loads on the airframe. For the C-5 in clean configuration (flaps up, gear up), the published minimum indicated airspeed to maintain is 280 knots. This IAS is used regardless of altitude, so you stay at or above this value to avoid a loss of control or excessive structural loading due to gusts. The other speeds are either too slow to provide adequate control in rough air or not the required minimum; 280 knots is the established lower limit for this condition.

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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://c5opslimits.examzify.com

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

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