# MH-60S PLANE CAPTAIN 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 kind of irregularities should be documented after a flight?**

A. Personal assessments of crew performance

B. Maintenance discrepancies and any unusual events

C. Only serious incidents that require reports

D. Quality of flight food served

**2. What cleaning frequency is recommended for the AAR-47s?**

A. Weekly

B. Before every flight

C. Monthly

D. During a DTA

**3. Which is the OPNAV form for the S.E. License?**

A. OPNAV 4790/108

B. OPNAV 4790/60

C. OPNAV 4790/52

D. OPNAV 4790/38

**4. What is the primary function of the Auxiliary Power Unit (APU) on the MH-60S?**

A. It powers the main rotor

B. It provides power for electrical systems and air conditioning

C. It serves solely as a backup engine

D. It helps with fuel management

**5. What is the total number of PDI's on each engine?**

A. 2

B. 4

C. 3

D. 1

**6. What indicates that a hydraulic pump may have a problem?**

A. Clean filter buttons

B. Popped filter buttons

C. Low fluid level

D. Fluid color change

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**7. How is the empennage of the MH-60S configured?**

A. With dual horizontal stabilizers and a single vertical fin

B. With a horizontal stabilizer and a vertical fin

C. Using canard wings for stability

D. In a conventional tail design without fins

**8. Why is periodic fuel sampling important in aircraft maintenance?**

A. It increases fuel efficiency

B. It helps detect contaminants and prevents potential engine failures

C. It ensures proper fuel levels

D. It monitors fuel consumption rates

**9. Which of the following best describes the configuration of the MH-60S rotor system?**

A. Single rotor with auxiliary tail rotor

B. Dual counter-rotating rotors

C. Collective rotor with fixed pitch

D. Coaxial rotor system

**10. How many CADs are present on the aircraft?**

A. 4

B. 6

C. 8

D. 10

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# Answers

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

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# Explanations

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## 1. What kind of irregularities should be documented after a flight?

A. Personal assessments of crew performance

B. Maintenance discrepancies and any unusual events

C. Only serious incidents that require reports

D. Quality of flight food served

*After a flight, it is essential to document maintenance discrepancies and any unusual events, as these records are critical for ensuring the aircraft's safety and operational readiness. Maintenance discrepancies refer to any faults or issues identified with the aircraft's systems, components, or performance during the flight. These could impact flight safety and must be addressed promptly to maintain airworthiness. Additionally, documenting unusual events, which may include unexpected weather conditions, mechanical malfunctions, or any other anomalies experienced during the flight, helps build a comprehensive understanding of the aircraft's operational history. This information is vital for maintenance crews, safety analysts, and future flight planning. In contrast, personal assessments of crew performance, while valuable for team development, do not directly pertain to the aircraft's condition or operational integrity and are not typically documented as officially required irregularities. Serious incidents sometimes necessitate reports, but not every discrepancy or unusual event fits this criteria. Lastly, the quality of flight food served is not related to the aircraft's operation and is generally outside the scope of maintenance documentation. Thus, documenting maintenance discrepancies and unusual events is the most relevant and critical action to ensure flight safety and operational performance.*

## 2. What cleaning frequency is recommended for the AAR-47s?

A. Weekly

B. Before every flight

C. Monthly

D. During a DTA

*The recommended cleaning frequency for the AAR-47s during a DTA (Detailed Technical Assessment) is essential for maintaining the system's operational integrity. A DTA typically involves an in-depth inspection of the aircraft's systems and components, ensuring that all equipment, including the AAR-47s, is functioning correctly and is free from debris or contaminants that could impair its performance. During this detailed assessment, technicians can thoroughly clean the AAR-47s, inspect for any signs of damage or wear, and ensure all components meet the required specifications. This practice helps in identifying potential issues before they become problematic, thus enhancing the reliability and effectiveness of the aircraft's defense systems. While regular cleaning may occur at other intervals for different components, the specific emphasis on cleaning during a DTA ensures a comprehensive evaluation, making it the best practice for the AAR-47s in maintaining aircraft readiness and safety.*

## 3. Which is the OPNAV form for the S.E. License?

A. OPNAV 4790/108

B. OPNAV 4790/60

C. OPNAV 4790/52

D. OPNAV 4790/38

*The OPNAV 4790/108 is designated as the form used for the S.E. (Support Equipment) License. This form is critical as it documents the licensing requirements for personnel operating various support equipment in the Navy. Having this specific form ensures that service members are qualified and have received the necessary training to safely and effectively operate the equipment they will encounter in their duties. It is a key part of maintaining safety and efficiency in operations involving support equipment. This level of documentation helps preserve accountability and traceability for qualifications within the fleet. The other forms listed serve different purposes within the Naval Aviation Maintenance Program, without directly relating to the S.E. License.*

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## 4. What is the primary function of the Auxiliary Power Unit (APU) on the MH-60S?

A. It powers the main rotor

B. It provides power for electrical systems and air conditioning

C. It serves solely as a backup engine

D. It helps with fuel management

*The primary function of the Auxiliary Power Unit (APU) on the MH-60S is to provide power for the aircraft's electrical systems and air conditioning. The APU is a small turbine engine that generates electrical power when the main engines are not running, which is crucial for powering avionics, lighting, and other electrical equipment necessary for pre-flight checks and operations on the ground. Additionally, the APU supplies bleed air, which is used for air conditioning, particularly in hot environments or during maintenance activities when the engines are off. This capability ensures that the crew can maintain comfort and operational readiness without relying solely on the main engines. The other functions mentioned, such as powering the main rotor, serving solely as a backup engine, or assisting with fuel management, do not accurately describe the APU's primary roles. The main rotor is operated by the helicopter's main engines, and while the APU can provide additional backup support, its main purpose revolves around electrical power and environmental control systems. Thus, the chosen answer effectively captures the APU's vital contributions to the operation of the MH-60S.*

## 5. What is the total number of PDI's on each engine?

A. 2

B. 4

C. 3

D. 1

*The total number of Primary Deviation Indicators (PDI's) on each engine of the MH-60S is four. These PDI's are critical for monitoring various parameters that ensure the safe and efficient operation of the engine. Each PDI provides visual cues to the operator regarding performance metrics such as temperature, pressure, and RPM, allowing for real-time assessment of the engine's health. Having a set number of PDI's is essential for maintaining consistent standards across operations, as it allows crew members to quickly identify and troubleshoot any issues that arise during flight operations. Each engine is thus equipped with four distinct PDI's, which collectively aid in enhancing situational awareness and operational safety.*

## 6. What indicates that a hydraulic pump may have a problem?

A. Clean filter buttons

B. Popped filter buttons

C. Low fluid level

D. Fluid color change

*A popped filter button is an important indicator that a hydraulic pump may be experiencing a problem. The filter button serves as an indicator for the condition of the hydraulic fluid filtration system. When the filter becomes clogged due to contaminants within the hydraulic fluid, the pressure differential builds up, causing the filter button to pop. This situation signifies that the fluid is unable to properly circulate through the system, which can lead to reduced performance or failure of the hydraulic pump. Monitoring the condition of the filter buttons is essential for ensuring that the hydraulic system remains functional and that potential issues are addressed before they lead to serious system malfunctions. The other indicators, while important in their own right, do not directly signify a specific problem with the hydraulic pump itself. For example, clean filter buttons indicate that the filtration system is working well, low fluid levels can suggest a leak or that maintenance is required, and a change in fluid color can indicate contamination but does not directly correlate to immediate issues with the hydraulic pump's functionality.*

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## 7. How is the empennage of the MH-60S configured?

A. With dual horizontal stabilizers and a single vertical fin

B. With a horizontal stabilizer and a vertical fin

C. Using canard wings for stability

D. In a conventional tail design without fins

*The empennage of the MH-60S is configured with a horizontal stabilizer and a vertical fin, which is characteristic of many helicopter designs, including the MH-60S. This configuration provides the necessary stability and control during flight operations. The horizontal stabilizer aids in the pitch control of the aircraft, ensuring that it maintains a level attitude in flight and allowing the pilot to make precise control movements. The vertical fin helps to maintain directional stability, preventing unwanted yawing motions. The balance between the horizontal stabilizer and vertical fin is essential for effective flight dynamics, particularly in a helicopter with the capabilities of the MH-60S. This design allows for improved maneuverability, especially when operating in various conditions, such as in tight spaces or during landing and takeoff procedures. Other configurations, such as dual horizontal stabilizers or canard wings, are not characteristic of the MH-60S and do not contribute to its designed flight characteristics as effectively as the standard horizontal stabilizer and vertical fin arrangement. Similarly, a conventional tail design without fins would lack the necessary attributes for stability and control that are provided by the empennage configuration present on the MH-60S.*

## 8. Why is periodic fuel sampling important in aircraft maintenance?

A. It increases fuel efficiency

B. It helps detect contaminants and prevents potential engine failures

C. It ensures proper fuel levels

D. It monitors fuel consumption rates

*Periodic fuel sampling is crucial in aircraft maintenance primarily because it helps detect contaminants and prevents potential engine failures. Fuels can be exposed to various pollutants, including water, dirt, and microbial growth, which can significantly hinder engine performance. If contaminants go undetected, they may lead to issues such as fuel system corrosion, fuel blockage, or even catastrophic engine failure during operation. By regularly sampling and testing the fuel, maintenance personnel can analyze the quality of the fuel and take necessary actions to either clean or replace it before it enters the aircraft's fuel system. This proactive measure is essential not only for ensuring the reliability and safety of the aircraft but also for maintaining operational readiness and efficiency. It highlights the importance of a systematic approach to aircraft maintenance, where quality control processes like fuel sampling serve as a line of defense against mechanical failures related to fuel system integrity.*

## 9. Which of the following best describes the configuration of the MH-60S rotor system?

A. Single rotor with auxiliary tail rotor

B. Dual counter-rotating rotors

C. Collective rotor with fixed pitch

D. Coaxial rotor system

*The configuration of the MH-60S rotor system is best described as a single rotor with an auxiliary tail rotor. In this design, the main rotor provides the necessary lift and propulsion for the helicopter, while the auxiliary tail rotor functions to counteract the torque generated by the main rotor during flight. This configuration allows for increased stability and control, making it suitable for various operational tasks the MH-60S is designed for. The main rotor's ability to efficiently generate lift and thrust is complemented by the tail rotor, which helps maintain directional control. This design is common in many helicopters, making it effective and reliable for the diverse missions that the MH-60S undertakes, including search and rescue, troop transport, and medical evacuation.*

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## 10. How many CADs are present on the aircraft?

A. 4

B. 6

C. 8

D. 10

*The correct answer indicates that the MH-60S helicopter is equipped with six Crash Activation Devices (CADs). These devices play a crucial role in the aircraft's safety system by automatically deploying upon impact in the event of a crash. Their primary purpose is to ensure that fuel systems are secured, preventing the risk of fire post-accident. Understanding the specific number of CADs is important for maintenance personnel and pilots, as it emphasizes the safety features integrated into the aircraft and reinforces the need for proper pre-flight checks and inspections. Knowing that there are six CADs helps in identifying their locations and ensures that the necessary protocols are followed to maintain operational readiness and safety.*

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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://mh60splanecaptain.examzify.com

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

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