MISSION HELICOPTER-65E (MH-65E) STANDARDIZATION 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. When cycling a circuit breaker, how long should you wait before resetting?

A. 5 Seconds

B. 15 Seconds

C. 30 Seconds

D. 10 Seconds

2. The _____ is responsible for the safe, orderly, efficient, and effective performance of the aircraft, aircrew, and passengers during the entire mission.

A. PIC

B. Co-Pilot

C. Aircrew Chief

D. Flight Engineer

3. In addition to N1 and NR, which two factors should be checked to confirm expected performance and flight characteristics?

A. flight control response, proper AFCS operation

B. center of gravity, weight limitations

C. proper AFCS operation, center of gravity

D. flight control response, center of gravity

4. As bank angle is applied to the aircraft in level flight, the VNE speed becomes what?

A. INCREASED

B. REDUCED

C. UNCHANGED

D. VARIES

5. Oil temperature and pressure during start: what are the minimum oil temperature, maximum pressure without damage, and action for exceedance?

A. Oil temperature above 0 °C; oil pressure up to 128 psi; exceedance referred to maintenance.

B. Oil temperature above -10 °C; oil pressure up to 120 psi; exceedance referred to maintenance.

C. Oil temperature above 10 °C; oil pressure up to 150 psi; exceedance referred to maintenance.

D. Oil temperature above 0 °C; oil pressure up to 128 psi; exceedance ignored.

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6. When does the PICs responsibility and authority for any mission terminate?

A. Upon completion of post flight requirements

B. Following the completion of post flight requirements

C. Upon arrival at base

D. After passengers disembark

7. Which of the following is NOT listed under weight-limited maneuvers for aircraft above 8,900 lbs?

A. PROLONGED HOVER OPERATIONS (>1 min)

B. PRACTICE SINGLE ENGINE MANUEVERS UTILIZING THE TRAINING SWITCH

C. SHIPBOARD LANDINGS

D. ALL RWAI MANUEVERS AND AUF TACTICAL TRAINING MANEUVERS

8. Maximum Landing Light Extension Speed?

A. 125 KIAS

B. 120 KIAS

C. 135 KIAS

D. 140 KIAS

9. Which phrase best completes the statement: "Failure of the left forward ejector, aft cell ejector or both boost pumps will result in trapped fuel and the only indication to the aircrew will be illumination of the corresponding _____ warning on the EICAS page"?

A. FUEL BALANCE

B. PUMP WARNING

C. FUEL GAUGE

D. FEED TANK

10. What do the Digital Engine Control Units (DECUs) monitor?

A. Engine status

B. Hydraulic pressure

C. Aircraft attitude

D. Electrical load

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Answers

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

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Explanations

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1. When cycling a circuit breaker, how long should you wait before resetting?

A. 5 Seconds

B. 15 Seconds

C. 30 Seconds

D. 10 Seconds

Waiting about 15 seconds after cycling a circuit breaker lets the electrical system settle. Right after a trip, transient currents, residual charges, and brief voltage fluctuations can occur. A 15-second pause gives the bus voltage time to stabilize and helps reveal whether a fault persists when you reset. If you reset sooner, you risk an immediate re-trip or chasing a transient that would clear on its own. Waiting longer than necessary just slows troubleshooting. The 15-second interval strikes a practical balance between allowing settling and keeping the investigation moving.

2. The _____ is responsible for the safe, orderly, efficient, and effective performance of the aircraft, aircrew, and passengers during the entire mission.

A. PIC

B. Co-Pilot

C. Aircrew Chief

D. Flight Engineer

The main idea is who holds the final authority and responsibility for the safety and success of the flight. The Pilot in Command is the designated authority aboard the aircraft with ultimate responsibility for the safety of the flight, from preflight planning through shutdown. This means deciding whether conditions are suitable, approving the flight plan, ensuring weight and balance, fuel requirements, and compliance with regulations and SOPs, and making go/no-go or mission-abort decisions as needed. The PIC also directs crew tasks and can take corrective actions to maintain safe operation if anything changes during the mission. The other roles support the mission but do not carry the overall safety responsibility for the aircraft, crew, and passengers across the entire mission. Therefore, the Pilot in Command is the best answer.

3. In addition to N1 and NR, which two factors should be checked to confirm expected performance and flight characteristics?

A. flight control response, proper AFCS operation

B. center of gravity, weight limitations

C. proper AFCS operation, center of gravity

D. flight control response, center of gravity

When assessing expected performance and handling, engine and rotor speeds (N1 and NR) are not the whole story. Two crucial factors that complete the picture are how the helicopter responds to control inputs and where its weight is distributed. Flight control response captures the immediacy and authority of the helicopter's reaction to cyclic, collective, and pedals. If the response is slow, overly sensitive, or erratic, the aircraft won't perform as expected even if N1 and NR are within limits. This tells you whether the control system and hydraulics are functioning properly and that handling will be as predicted during takeoff, hover, and maneuvering. Center of gravity determines stability and controllability. If the CG is out of the normal range, the aircraft can become difficult to control, with altered pitch behavior, trim requirements, and rotor authority needs. Verifying CG ensures that the load distribution and fuel/ ballast keep the aircraft within safe, predictable flight characteristics for the given power settings. Choosing options that emphasize AFCS function would introduce an automation detail that isn't the focus for confirming baseline performance described by N1 and NR, and focusing on static weight limits doesn't address how the aircraft actually responds in flight.

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4. As bank angle is applied to the aircraft in level flight, the VNE speed becomes what?

A. INCREASED

B. REDUCED

C. UNCHANGED

D. VARIES

Banking in level flight increases the load on the airframe. As you roll into a bank, you must generate more lift to hold the same altitude, so the load factor rises (n = 1 / cos(bank angle)). With a higher load factor, the structure experiences more stress at a given airspeed. VNE is set to prevent exceeding the airframe's maximum allowable load and structural limits, so as the bank angle increases, the speed we can safely fly without risking those limits must be reduced. In other words, the never-exceed speed goes down in a banked turn.

5. Oil temperature and pressure during start: what are the minimum oil temperature, maximum pressure without damage, and action for exceedance?

A. Oil temperature above 0 °C; oil pressure up to 128 psi; exceedance referred to maintenance.

B. Oil temperature above -10 °C; oil pressure up to 120 psi; exceedance referred to maintenance.

C. Oil temperature above 10 °C; oil pressure up to 150 psi; exceedance referred to maintenance.

D. Oil temperature above 0 °C; oil pressure up to 128 psi; exceedance ignored.

Oil lubrication during start must be within safe limits to protect bearings and the oil system as the engine spools up. The minimum oil temperature of 0 °C ensures the oil isn't so viscous that it won't flow properly, which could starve lubrication during initial rotation. The maximum oil pressure of 128 psi keeps the system within its design limits; higher pressures can indicate a fault (such as a blocked passage, stuck relief valve, or sensor/gauge issue) and could damage seals or clearances. If oil pressure exceeds 128 psi, the procedure is to refer the issue to maintenance for investigation before continuing operation. This emphasizes diagnosing and correcting potential oil-system faults rather than proceeding with a risky start. Other options either set an inappropriate temperature (too low or too high for safe cold-start lubrication) or an incorrect pressure limit, or they treat an over-limit pressure as something to ignore, which is unsafe.

6. When does the PICs responsibility and authority for any mission terminate?

A. Upon completion of post flight requirements

B. Following the completion of post flight requirements

C. Upon arrival at base

D. After passengers disembark

The main idea here is that the PIC's control and accountability continue until the mission is fully wrapped up in the post-flight phase. The PIC remains responsible for safety and decision-making through the entire post-flight process, which includes securing the aircraft, completing flight logs and any required reports, debriefing, and ensuring any follow-up actions are assigned. Only after all those post-flight requirements are finished is the PIC's responsibility and authority considered terminated. Arriving at base or passengers disembarking are part of the mission's flow, but they don't automatically end responsibility; the formal wrap-up must be completed first.

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7. Which of the following is NOT listed under weight-limited maneuvers for aircraft above 8,900 lbs?

A. PROLONGED HOVER OPERATIONS (>1 min)

B. PRACTICE SINGLE ENGINE MANUEVERS UTILIZING THE TRAINING SWITCH

C. SHIPBOARD LANDINGS

D. ALL RWAI MANUEVERS AND AUF TACTICAL TRAINING MANEUVERS

Weight-limited maneuvers are those that become primarily constrained by the aircraft's weight at high gross weights. When an MH-65E is above 8,900 pounds, certain procedures are singled out because the extra weight narrows power margins and handling safety in those scenarios. The maneuvers that fall into this category are practice single-engine maneuvers using the training switch, shipboard landings, and all RWAI maneuvers along with AUF tactical training maneuvers—they test performance and control under weight-related constraints that are most critical at heavy weights. Prolonged hover operations longer than about a minute aren't designated as weight-limited because hover endurance is governed more by power margins, cooling, and other engine/drive limits rather than weight alone, so it sits outside that specific listing.

8. Maximum Landing Light Extension Speed?

A. 125 KIAS

B. 120 KIAS

C. 135 KIAS

D. 140 KIAS

Extending a landing light exposes a fixed or retractable fixture to higher aerodynamic loads as speed increases. The light assembly and its deployment mechanism are designed to handle forward force and vibration up to a specific limit; exceeding that limit can cause structural damage, binding, or failure of the light or its wiring. For the MH-65E, the published maximum extension speed is 135 KIAS. Keeping the light deployment within this speed ensures the mechanism and fairing stay within their tested and safe load range, reducing the risk of damage or malfunction during operations. Other numbers don't reflect the aircraft's actual design limit. Deploy the landing light when you're at or below 135 KIAS, and retract it if you anticipate speeds above that.

9. Which phrase best completes the statement: "Failure of the left forward ejector, aft cell ejector or both boost pumps will result in trapped fuel and the only indication to the aircrew will be illumination of the corresponding _____ warning on the EICAS page"?

A. FUEL BALANCE

B. PUMP WARNING

C. FUEL GAUGE

D. FEED TANK

When fuel cannot reach the engines because a left forward ejector, an aft cell ejector, or both boost pumps have failed, fuel becomes trapped in the associated cell and cannot feed the pumps. The warning that appears on EICAS in this situation is a dedicated FEED TANK indication. This warning is specifically used to alert the crew to a problem with the fuel feeding system, not merely a quantity issue or a general pump fault. The other indicators would not pinpoint a trapped-feed condition: a fuel balance warning would signal an unequal distribution of fuel, a fuel gauge fault would only affect quantity readouts, and a generic pump warning wouldn't necessarily imply the fuel is trapped in the feed system. So the FEED TANK warning is the correct and most precise indication for this scenario.

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10. What do the Digital Engine Control Units (DECUs) monitor?

A. Engine status

B. Hydraulic pressure

C. Aircraft attitude

D. Electrical load

Digital Engine Control Units focus on the engine's health and performance to run and protect the engine. They continuously watch engine status—things like RPM, temperatures (such as turbine/EGT), pressures, fuel flow, and oil parameters—and use that data to regulate fuel delivery and timing, and to trigger protective limits if something starts to go off nominal. This is why engine status is the right choice: DECUs are centered on the engine itself, not on hydraulic systems, aircraft attitude, or electrical load. Hydraulic pressure, attitude, and electrical load are handled by other systems and sensors.

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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://mh65estan.examzify.com

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

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