SLING LOAD INSPECTOR CERTIFICATION COURSE (SLICC) 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 minimum length of the 'no hold zone' on a static discharge wand?**

   A. 12 inches

   B. 16 inches

   C. 18 inches

   D. 20 inches

2. **The inspector's signature on the DA Form 7382-R indicate that _____ has been inspected and found to have no deficiencies.**

   A. The load

   B. The sling assembly

   C. The field office

   D. The transport vehicle

3. **Which pairing is correct for cargo helicopter landing point?**

   A. Observation helicopter - Size 4, 80 meters

   B. Cargo helicopter - Size 2, 50 meters

   C. Observation helicopter - Size 3, 60 meters

   D. Cargo helicopter - Size 4, 80 meters

4. **How many standard flight and landing formations are there?**

   A. 9

   B. 6

   C. 8

   D. 12

5. **If a load has one attachment point, and a large clevis is used, what is the maximum load weight?**

   A. 6,250 lbs

   B. 12,500 lbs

   C. 24,000 lbs

   D. 9,000 lbs

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6. The load zone size for the 5K cargo net is?

A. 5 ft x 5 ft

B. 3 ft x 3 ft

C. 6 ft x 6 ft

D. 4 ft x 4 ft

7. Which option correctly states the light formation requirements for sling load operations?

A. Inverted Y uses 5 lights; T formation uses 4 lights

B. Inverted Y uses 4 lights; T formation uses 5 lights

C. Inverted Y uses 3 lights; T formation uses 5 lights

D. Inverted Y uses 4 lights; T formation uses 6 lights

8. At what angle is a grounding rod placed into the soil?

A. 30-degree toward the load

B. 60-degree toward the load

C. 45-degree away from the load

D. 90-degree away from the load

9. What is the high velocity air movement under a hovering helicopter?

A. Downdraft

B. Ground effect

C. Tail rotor slipstream

D. Rotor wash

10. For a tandem load with eight sling legs, the maximum sling leg length variation is?

A. 6 inches

B. 8 inches

C. 12 inches

D. 4 inches

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Answers

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

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Explanations

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1. What is the minimum length of the 'no hold zone' on a static discharge wand?

A. 12 inches

B. 16 inches

C. 18 inches

D. 20 inches

The no-hold zone on a static discharge wand is the portion of the wand you should not grip because it can be energized during discharge. Keeping your hands behind this zone ensures you stay clear of the discharge path and any possible arcing, protecting you during the neutralization of static on the load. The minimum length for this zone is sixteen inches, which provides a safe distance between your hand and the discharge point under normal operating conditions. This distance balances safety with practicality—too short a zone could put your hand in the discharge area, while longer lengths aren't required by standard procedures and would make handling more cumbersome.

2. The inspector's signature on the DA Form 7382-R indicate that _____ has been inspected and found to have no deficiencies.

A. The load

B. The sling assembly

C. The field office

D. The transport vehicle

The main idea is that the inspector's signature on the DA Form 7382-R is a certification that the load has been checked and found free of deficiencies. This form is used to document the pre-load inspection of what will be lifted, ensuring it is secure, balanced, and free of hazards or damaged components that could affect safety during flight. By signing, the inspector confirms the load itself is ready for transport. The sling assembly and transport vehicle are parts of the overall sling-load system, but they're typically addressed through separate checks or forms. The field office isn't the object being certified on this particular form. So the signature specifically indicates the load has been inspected and found to have no deficiencies.

3. Which pairing is correct for cargo helicopter landing point?

A. Observation helicopter - Size 4, 80 meters

B. Cargo helicopter - Size 2, 50 meters

C. Observation helicopter - Size 3, 60 meters

D. Cargo helicopter - Size 4, 80 meters

Cargo helicopters require the largest landing area to safely land, hover, and maneuver with loads. The Size 4 category represents the largest aircraft class in this context, and an 80-meter landing point provides the necessary rotor clearance, downwash margin, and space to avoid obstacles during approach and departure. Observation helicopters have smaller rotor systems and can operate with smaller landing points, so assigning a cargo helicopter to a smaller LZ would risk rotor strikes and unsafe operations. Therefore, the correct pairing is a cargo helicopter with Size 4 and an 80-meter landing point.

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4. How many standard flight and landing formations are there?

A. 9

B. 6

C. 8

D. 12

In sling load operations, standard flight and landing formations are predefined patterns that tell helicopters how to position themselves relative to each other and to the landing zone. They establish predictable airspace, clear rotor wash distances, and safe separation so crews can coordinate arrivals, loads, and departures without collisions or surprises. There are nine standard formations used in this context. Knowing that there are nine helps you recall that the doctrine defines a fixed set of patterns for both flight and landing, which supports quick recognition and consistent procedures across missions. When you're approaching a landing zone or planning a multi-ship operation, you use that nine-formation framework to guide how aircraft should align, spacing, and maneuver, adjusting for wind, terrain, and load requirements as needed while still adhering to the standard patterns. So, the correct count is nine, reflecting the established number of standard formations in the training materials.

5. If a load has one attachment point, and a large clevis is used, what is the maximum load weight?

A. 6,250 lbs

B. 12,500 lbs

C. 24,000 lbs

D. 9,000 lbs

When lifting with a single attachment point, the load is carried by that one point, so the hardware at that point dictates the safe load. A large clevis used in a single-point pick-up is rated for 12,500 pounds, so that is the maximum load you should lift with this setup. The other numbers would come from different hardware ratings or configurations, but with one attachment and a large clevis, the rated capacity is 12,500 pounds.

6. The load zone size for the 5K cargo net is?

A. 5 ft x 5 ft

B. 3 ft x 3 ft

C. 6 ft x 6 ft

D. 4 ft x 4 ft

The load zone defines the area the net is designed to cover and safely retain the load. For the 5K cargo net, the standard load zone is five feet by five feet. This size fits typical palletized loads (around 40 by 48 inches) with a margin on all sides, so you can secure the load without stressing the net or missing the edges. A smaller zone, like three by three feet, would leave too little coverage and increase the risk of load movement. A larger zone, such as six by six feet, would exceed the net's tested footprint and could compromise performance. A four by four foot zone doesn't match the designated size for this net.

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7. Which option correctly states the light formation requirements for sling load operations?

A. Inverted Y uses 5 lights; T formation uses 4 lights

B. Inverted Y uses 4 lights; T formation uses 5 lights

C. Inverted Y uses 3 lights; T formation uses 5 lights

D. Inverted Y uses 4 lights; T formation uses 6 lights

The signals used in sling load operations rely on recognizable light silhouettes so the helicopter pilot can quickly interpret ground guidance. The inverted Y formation is designed with four lights to create a clear, compact silhouette that marks the pickup point from multiple angles and distances. Adding one more light to form the T shape gives a longer, more defined signal that emphasizes the load's alignment and centerline, which is especially helpful as visibility changes or when the aircraft needs precise positioning for the hoist. That's why the inverted Y uses four lights and the T formation uses five. The other counts wouldn't reproduce these standard silhouettes accurately, which could lead to misinterpretation by the pilot.

8. At what angle is a grounding rod placed into the soil?

A. 30-degree toward the load

B. 60-degree toward the load

C. 45-degree away from the load

D. 90-degree away from the load

Grounding the load is about giving static electricity a safe path to earth during sling operations. The grounding rod should be placed so the grounding conductor runs away from the load and the helicopter, keeping it clear of the load's swing and any lines s in the area. Setting the rod at 45 degrees away from the load provides a good balance: it stays out of the load's path and reduces the chance of the rod or grounding wire being struck or snagged, while still maintaining a solid earth contact. Angling toward the load increases the risk of contact with the moving sling or hook, and other angles either clutter the setup or don't provide the same clear, safe clearance.

9. What is the high velocity air movement under a hovering helicopter?

A. Downdraft

B. Ground effect

C. Tail rotor slipstream

D. Rotor wash

When a helicopter hovers, the rotor blades push air downward to generate lift. That fast downward flow of air beneath the rotor is called rotor wash. It travels from the rotor disk straight downward toward the ground and then outward, creating the noticeable downdraft you feel and the dust or debris that can be kicked up nearby. This is different from a general downdraft, which isn't tied to a helicopter's rotor action; ground effect refers to the extra lift you get when very close to the ground, not the air movement itself; and tail rotor slipstream is the airflow produced by the tail rotor, which is not the main air movement under the helicopter. So the high-velocity air movement under a hovering helicopter is rotor wash.

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10. For a tandem load with eight sling legs, the maximum sling leg length variation is?

A. 6 inches

B. 8 inches

C. 12 inches

D. 4 inches

Think about balance across all suspension points. When a tandem load uses eight sling legs, keeping the legs at nearly equal length ensures the load sits level and each leg shares the weight more evenly. If some legs are longer than others, the load tilts toward the shorter legs, increasing side loads and the risk of instability during lift. The standard allows a maximum variation of six inches between the longest and shortest leg. This limit helps maintain a stable, level rig and prevents one or more legs from carrying disproportionately more load. To apply this, measure all eight legs before lift and ensure the difference between the longest and shortest is six inches or less. If you find more than six inches, re-rig to bring the lengths into tolerance. Other values aren't correct because they either impose a tighter requirement than necessary (four inches) or permit too much variation (eight or twelve inches), which could compromise stability during the lift.

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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:

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

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