T-6 FORMATION CHECKRIDE PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 15

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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 time for instrument trail procedures?

A. 10 seconds

B. 15 seconds

C. 20 seconds

D. 30 seconds

2. What do flight members report in with following a climb check?

A. Fuel status

B. OBOGS status

C. Engine temperature

D. Altitude

3. What maneuvers are permitted in ET (III)?

A. Flat spins

B. Modified cuban 8, loop, cloverleaf, barrel roll

C. Speed brakes deployment

D. Wingtip rolls

4. What is the term for the maneuver to ensure safety while maintaining wing position in formation?

A. Lost wingman procedure

B. Redemption maneuver

C. Easier formation check

D. Safety call

5. What are the bank, G's and power setting limitations in ET (III)?

A. Bank as required, G's as required, 75%

B. Bank as required, G's as required, 85%

C. Bank must not exceed 60 degrees, 2 G's, 80%

D. Bank must not exceed 90 degrees, 3 G's, 90%

6. What is NOT considered a prohibited maneuver for wing students?

A. Approaches/landings

B. Interval takeoff as wing

C. Practice in-flight checks as wing in fingertip

D. Formation in echelon

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7. What term is used to indicate that you do not have an aircraft within the formation in sight?

A. Visual

B. Blind

C. Tally ho

D. Padlocked

8. After gear retraction on a wing takeoff, how will number 1 climb?

A. At full power

B. At tech order speed with 85-95% power

C. At maximum climb rate

D. At a constant altitude initially

9. Visual signals must be clear, appropriate, and proportional to what?

A. Altitude

B. Speed

C. Range

D. Formation position

10. What code will an aircraft squawk if it is blind and NORDO?

A. 7700

B. 7500

C. 7600

D. 7800

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Answers

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

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Explanations

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1. What is the minimum time for instrument trail procedures?

A. 10 seconds

B. 15 seconds

C. 20 seconds

D. 30 seconds

The minimum time for instrument trail procedures is 20 seconds. This duration is essential for maintaining safe separation between aircraft following one another in instrument conditions, where visibility may be limited, and pilots cannot rely on visual references to maintain proper spacing. The rationale behind the 20-second interval is to provide enough time for a trailing aircraft to react to any changes in the lead aircraft's flight path, speed, or altitude, thereby reducing the risk of wake turbulence encounters and ensuring overall situational awareness. This interval supports effective communications and allows for proper adjustments during maneuvers, contributing to a safer formation flight environment. In the context of training and procedures, adherence to this minimum time is critical for achieving safe and effective operations when flying in less-than-ideal conditions, ensuring both pilot and aircraft safety during instrument trail formations.

2. What do flight members report in with following a climb check?

A. Fuel status

B. OBOGS status

C. Engine temperature

D. Altitude

After completing a climb check, flight members typically report OBOGS (On-Board Oxygen Generating System) status. This is essential for ensuring that all pilots are receiving adequate oxygen supply during the climb, where altitude increases can affect oxygen availability and the risk of hypoxia. Given the critical nature of maintaining oxygen levels for safety and performance at higher altitudes, monitoring OBOGS becomes a priority for formation flying. While fuel status, engine temperature, and altitude are also important aspects of flight operations, they are typically reported at different phases or specific intervals, rather than immediately following a climb check, which focuses on the pilot's immediate physiological status and safety.

3. What maneuvers are permitted in ET (III)?

A. Flat spins

B. Modified cuban 8, loop, cloverleaf, barrel roll

C. Speed brakes deployment

D. Wingtip rolls

The correct answer highlights the specific maneuvers that are permitted in the ET (III) stage of training, which focuses on safe and controlled aerobatic flight within a formation context. The modified Cuban 8, loop, cloverleaf, and barrel roll are maneuvers that maintain a level of safety and control suitable for formation flying. These maneuvers are designed to be executed with precision and coordination among the formation members, ensuring that the formation remains tight and within safe parameters during performance. In contrast, maneuvers such as flat spins are highly risky and do not maintain the controlled environment necessary for formation flying, making them inappropriate for this stage of training. Additionally, while speed brake deployment can be a part of flight operations, it typically does not fall under aerobatic maneuvers, hence its exclusion from the list of permitted actions. Wingtip rolls, often more extreme in nature, also do not align with the controlled maneuvering that ET (III) requires. Thus, the selected answer reflects the essential need for safety and discipline in aerobatic maneuvers conducted in formation.

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4. What is the term for the maneuver to ensure safety while maintaining wing position in formation?

A. Lost wingman procedure

B. Redemption maneuver

C. Easier formation check

D. Safety call

The term for the maneuver that ensures safety while maintaining wing position in formation is known as the "lost wingman procedure." This procedure is critical in formation flying because it provides a systematic way for the wingman, who has lost sight of the lead aircraft, to safely regain their position without jeopardizing the safety of the formation. When a wingman can no longer see the lead aircraft, executing the lost wingman procedure helps prevent disorientation and potential mid-air collisions. The maneuver involves specific steps that a pilot must follow to maintain their safety and that of the formation as a whole, such as climbing to a specific altitude or initiating a turn, thereby allowing them to re-establish visual contact and safely reposition themselves. The other options do not accurately describe this critical safety maneuver. For example, "redemption maneuver" is not a recognized term in formation flying, and "easier formation check" does not pertain to safety procedures. Meanwhile, while "safety call" can be related to communication within formation flying, it does not specifically address the actions taken when a wingman loses visual contact with the lead.

5. What are the bank, G's and power setting limitations in ET (III)?

A. Bank as required, G's as required, 75%

B. Bank as required, G's as required, 85%

C. Bank must not exceed 60 degrees, 2 G's, 80%

D. Bank must not exceed 90 degrees, 3 G's, 90%

The correct answer indicates that in ET (III), the limitations for bank angle, G forces, and power settings are bank as required, G's as required, and a power setting of 85%. This reflects a more flexible and operationally relevant set of parameters, allowing pilots to use their judgment in the moment based on the specific flight profile they are executing. The bank angle and G limits being listed as "as required" suggest that the maneuvers can be performed dynamically and should be dictated by the tactical scenario rather than strict limitations. This approach allows pilots to safely adapt to changing flight conditions and operational needs while still being mindful of safety. A power setting of 85% is also commonly aligned with the performance characteristics of the aircraft, allowing for sufficient thrust and speed management during formation flying while avoiding an excessive power setting that could lead to unnecessary fuel consumption or operational limitations. Understanding these parameters is essential for effective and safe execution of formation maneuvers, as they ensure that pilots maintain control during complex flight operations while also leveraging the performance capabilities of the aircraft effectively.

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6. What is NOT considered a prohibited maneuver for wing students?

A. Approaches/landings

B. Interval takeoff as wing

C. Practice in-flight checks as wing in fingertip

D. Formation in echelon

The correct answer identifies that formation in echelon is not considered a prohibited maneuver for wing students. In the context of formation flying, echelon formation is a standard and widely accepted formation used by flight teams. It allows for increased visibility, improved communication, and better wingman position management. Being in echelon formation means that the wingman is positioned behind and slightly to the side of the lead aircraft, which provides a clear view of the lead and promotes effective coordination during flight operations. This configuration is essential for maintaining spatial awareness and enhances safety during maneuvers. In contrast, the other options involve specific scenarios or actions that typically go against the safety protocols established for wing students. For example, approaches and landings can be complex and are often restricted for students still building their formation skills. Interval takeoffs, while essential in formation operations, may also have limitations for wing students who are expected to follow their lead more closely until they achieve further proficiency. Finally, practicing in-flight checks while in a fingertip formation adds additional challenges and risks that may be deemed inappropriate for students still learning the fundamentals of formation flying. Thus, the distinction lies in the fact that formation in echelon remains a valid and strategic practice in formation flight, emphasizing safety and effective

7. What term is used to indicate that you do not have an aircraft within the formation in sight?

A. Visual

B. Blind

C. Tally ho

D. Padlocked

The term "Blind" is used in aviation, particularly in formation flying, to indicate that a pilot does not have another aircraft within the formation in sight. When a pilot calls "Blind," it communicates to others in the formation that they are unaware of the locations of the other aircraft, which is crucial for maintaining situational awareness and safety during formation operations. Understanding this term is essential because it signifies a moment where additional communication is necessary to ensure that every pilot is aware of their relative positions and can take necessary actions to maintain formation integrity. Other terms like "Visual" would indicate that a pilot does see the aircraft, while "Tally ho" signifies that a pilot has visually identified a target or another aircraft, which is the opposite context of being "Blind." "Padlocked" describes a situation where a pilot is focused on one aircraft and unable to see anything else, further highlighting the importance of knowing and using the correct terminology in various flying scenarios.

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8. After gear retraction on a wing takeoff, how will number 1 climb?

A. At full power

B. At tech order speed with 85-95% power

C. At maximum climb rate

D. At a constant altitude initially

After gear retraction on a wing takeoff, number 1 will climb at tech order speed with 85-95% power. This is standard procedure to ensure safety and efficiency during the initial climb phase. Climbing at this power setting balances performance and engine management, allowing for effective climb while monitoring flight parameters closely. Using 85-95% power provides sufficient thrust to maintain the desired climb speed without overshooting or causing excessive drag, which could impair overall performance and increase fuel consumption. It also helps in maintaining a safe and manageable flight profile, especially in a formation environment where visual references and coordination with other aircraft are critical. The option of climbing at full power may lead to unnecessary engine strain and increased fuel burn, while an emphasis on maximum climb rate might not account for other factors, such as airspeed and coordination with wingmen. Climbing at a constant altitude initially does not align with the needs of a successful and safe formation departure; rather, the goal is to establish a positive climb while ensuring effective communication and control within the formation.

9. Visual signals must be clear, appropriate, and proportional to what?

A. Altitude

B. Speed

C. Range

D. Formation position

The requirement for visual signals to be clear, appropriate, and proportional relates to their effectiveness in communicating the intended message to other aircraft in the formation. Specifically, signals must be proportional to range. This means that the distance between aircraft plays a critical role in how signals are perceived and understood. When aircraft are at different ranges, the visual signals must be adjusted in size and clarity to ensure that they can be effectively communicated and understood by the pilots receiving them. For instance, a signal that is easily seen and understood from a close distance may not have the same effect when the aircraft are farther apart. This proportionality ensures that all formation members maintain situational awareness and can react appropriately based on the signals given. In contrast, the other options—altitude, speed, and formation position—while relevant to overall flight operations, do not directly address the requirement for visual signals to be adjusted based on the distance between aircraft.

10. What code will an aircraft squawk if it is blind and NORDO?

A. 7700

B. 7500

C. 7600

D. 7800

When an aircraft is "blind" and has "NORDO" (no radio), it typically squawks 7600. This transponder code is specifically designated for lost communication situations. In the event an aircraft experiences a total radio failure, squawking 7600 alerts air traffic control that the aircraft cannot communicate. The use of this code is part of a standardized system that helps air traffic controllers and other pilots understand the situation of the aircraft. By squawking 7600, the aircraft indicates it is experiencing a communications issue but is otherwise operational and under the assumption that it can continue to fly safely. Choosing this code appropriately helps ensure that the aircraft receives necessary attention and any possible guidance from ATC, while other codes, such as 7500 for unlawful interference or 7700 for emergency situations, indicate different circumstances.

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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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