T-6B PRIMARY FLIGHT TRAINING – CONTACT STAGE 1 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. During which flight phases should checklists typically be performed from memory?

A. Pre-flight check only

B. Descent check only

C. Lineup check, after takeoff, ops check, and before landing

D. Post-landing check only

2. A slip occurs when the aircraft slides sideways _____ the center of turn and the side slip indicator is displaced _____ the direction of the turn.

A. before; opposite

B. towards; same as

C. away from; opposite

D. towards; opposite

3. What flap configuration should be used when performing the slow flight maneuver?

A. Takeoff (TO)

B. Landing (LDG)

C. No flaps

D. Full flaps

4. What is the correct term for the fuel level at which recovery should be initiated to reach the intended destination safely?

A. Bingo fuel

B. Reserve fuel

C. Takeoff fuel

D. Minimum fuel

5. What is the torque setting during the slow flight maneuver with landing flaps?

A. 30%

B. 40%

C. 45%

D. 50%

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6. What is the first action when preparing to strap into the ejection seat?

A. Fasten the shoulder straps

B. Attach the leg straps

C. Secure the harness buckles

D. Work from feet up

7. Which of the following is considered a gyroscopic effect caused by a clockwise turning propeller?

A. Left yaw

B. Right roll

C. If the nose is pitched up, a right yaw tends to develop

D. None of the above

8. What is the proper recovery procedure during the power-off stall (ELP stall) maneuver?

A. Recover by increasing pitch attitude gradually

B. Recover by lowering the pitch attitude to put prop arc on the horizon until 120 KIAS is regained

C. Recover by pulling back sharply on the stick

D. Recover by executing a loop

9. What flight condition is specifically targeted to improve with slow flight maneuvers?

A. High-speed turns

B. Low-speed control

C. Standard climb rates

D. Emergency recovery

10. What is the significance of a "positive three-way exchange" when changing control of the aircraft?

A. To prevent miscommunication

B. To increase confusion in cockpit

C. To expedite the change quickly

D. To minimize control inputs

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Answers

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

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Explanations

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1. During which flight phases should checklists typically be performed from memory?

A. Pre-flight check only

B. Descent check only

C. Lineup check, after takeoff, ops check, and before landing

D. Post-landing check only

The correct choice emphasizes the importance of performing certain checks from memory during critical phases of flight. These checks are often referred to as "flow checks" or "memory items" that pilots need to execute promptly to ensure safety and compliance with procedures. The lineup check, after takeoff check, ops check, and before landing checks are crucial because they occur during moments when a pilot must maintain situational awareness and be able to respond quickly. These checks allow pilots to verify that systems are operating correctly and ensure the aircraft is prepared for the next phase of flight without the distraction of consulting a checklist. Each of these checks covers essential items that a pilot should commit to memory, as the actions taken during these moments can have significant implications for safety and operational effectiveness. For instance, the lineup check confirms that the aircraft is ready for departure, the after takeoff check ensures that the aircraft systems are functioning normally as the flight transitions into its cruise phase, the ops check verifies critical performance metrics, and the before-landing check prepares the aircraft for a safe landing. Other choices are focused on checklists at different times, which may not include the same level of prioritization for memory performance as those identified in the correct answer.

2. A slip occurs when the aircraft slides sideways _____ the center of turn and the side slip indicator is displaced _____ the direction of the turn.

A. before; opposite

B. towards; same as

C. away from; opposite

D. towards; opposite

In aviation, a slip occurs when the aircraft is not aligned with its flight path, resulting in a sideways movement relative to the intended direction of flight. This typically happens during a turn when the aircraft is not banking sufficiently to maintain a coordinated flight path or when pilots use excessive aileron input without corresponding rudder use. In a slip, the aircraft actually slides sideways towards the center of the turn. The side slip indicator, which is part of the aircraft's instrument panel that helps pilots assess the aircraft's lateral balance, will show displacement in the direction of the turn. This means that if a pilot is turning to the right, the slip indicator would also show a reading aligning with that right turn. Therefore, the correct answer reflects this relationship accurately: during a slip, the aircraft slides towards the center of the turn and the side slip indicator moves in the same direction as the turn. This understanding is crucial for pilots to maintain coordinated flight and avoid adverse aerodynamic effects like loss of control or an unintentional spin. The other choices misrepresent the direction of both the aircraft's slip and the slip indicator's displacement. Understanding these dynamics is vital for safe and effective flying in varying conditions.

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3. What flap configuration should be used when performing the slow flight maneuver?

A. Takeoff (TO)

B. Landing (LDG)

C. No flaps

D. Full flaps

When performing the slow flight maneuver in the T-6B, the correct flap configuration is landing (LDG) flaps. This configuration is selected to increase the aircraft's lift capabilities at lower speeds, ensuring better control and stability during the maneuver. The landing flaps provide a greater camber to the wing, allowing for a reduced stall speed, which is essential when flying at slower airspeeds. Using landing flaps also provides the necessary lift to maintain level flight with a higher angle of attack, which is critical for slow flight practice. This setup helps pilots gain experience in operating the aircraft near its stall speed while still being able to manage control inputs effectively. Other flap configurations, such as takeoff flaps, no flaps, or full flaps, do not create the optimal conditions for slow flight. Each of these has different aerodynamic characteristics that either do not enhance lift adequately for the slow flight or could lead to undesirable handling characteristics during such a critical maneuver.

4. What is the correct term for the fuel level at which recovery should be initiated to reach the intended destination safely?

A. Bingo fuel

B. Reserve fuel

C. Takeoff fuel

D. Minimum fuel

The term "Bingo fuel" refers to the specific fuel level at which an aircraft should begin its return to base or another intended destination to ensure safe arrival without running out of fuel. This concept is crucial in flight planning and execution, as it helps pilots manage fuel more effectively and avoid emergencies related to fuel exhaustion. Bing fuel is calculated based on factors such as the aircraft's current fuel state, distance to the destination, and any potential contingencies that might require additional fuel. This ensures that pilots have enough reserve to reach their destination comfortably, taking into account variations in flight conditions or air traffic that might require holding or diversion. Understanding bingo fuel is essential for maintaining safety and operational efficiency during flight.

5. What is the torque setting during the slow flight maneuver with landing flaps?

A. 30%

B. 40%

C. 45%

D. 50%

The correct torque setting during the slow flight maneuver with landing flaps is 45%. This setting is crucial for maintaining the necessary control and performance characteristics during this specific flight maneuver. When the aircraft is configured for slow flight with landing flaps extended, operating at 45% torque allows pilots to achieve a stable configuration while ensuring sufficient lift and minimizing drag. This torque level supports maintaining a slower airspeed while still allowing the pilot to manage the aircraft's energy state effectively. It enables effective handling and responsiveness, which is critical during slow flight where the aircraft is close to stall speed. Optimal torque setting is crucial in these scenarios to ensure safety and precision in both training and operational environments.

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6. What is the first action when preparing to strap into the ejection seat?

A. Fasten the shoulder straps

B. Attach the leg straps

C. Secure the harness buckles

D. Work from feet up

When preparing to strap into the ejection seat, the appropriate first action is to work from feet up. This method ensures that the harness is secured in an orderly and safe manner, starting with the leg straps and then moving up towards the shoulder straps. Working from the feet up is particularly important for several reasons. It promotes a systematic approach to securing yourself in the seat, which minimizes the risk of missing any crucial steps. It also helps establish a sense of organization, keeping the harness and straps untangled while allowing for easier access to the necessary components. In contrast, fastenings like shoulder straps or leg straps without having first secured the lower components can lead to complications during an ejection situation, where a properly secured seat harness is vital for safety. Thus, beginning with the leg straps and progressing upwards ensures comprehensive and effective strapping into the ejection seat.

7. Which of the following is considered a gyroscopic effect caused by a clockwise turning propeller?

A. Left yaw

B. Right roll

C. If the nose is pitched up, a right yaw tends to develop

D. None of the above

The correct answer highlights the specific gyroscopic effect that occurs when a clockwise turning propeller is in play, particularly in relation to how the aircraft behaves when the nose is pitched up. When a clockwise propeller spins, the gyroscopic precession principle states that when a force is applied to the rotor, the resulting effect will occur in the direction of the rotation 90 degrees later in the plane of rotation. So, if the nose of the aircraft is pitched up, the effect of the clockwise propeller results in a tendency for the aircraft to yaw to the right. This is because the force generated by the rotating propeller interacts with the airframe in such a way that it causes a yaw motion in that direction. Understanding this principle is critical for pilots to anticipate and counteract the aircraft's response during maneuvers, particularly takeoff and climb phases, where changes in pitch can produce significant yaw dictated by the gyroscopic precession of the engine's propeller.

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8. What is the proper recovery procedure during the power-off stall (ELP stall) maneuver?

A. Recover by increasing pitch attitude gradually

B. Recover by lowering the pitch attitude to put prop arc on the horizon until 120 KIAS is regained

C. Recover by pulling back sharply on the stick

D. Recover by executing a loop

The proper recovery procedure during the power-off stall maneuver, commonly referred to as the Engine-Out Landing Practice (ELP) stall, involves lowering the pitch attitude to place the propeller arc on the horizon until the aircraft regains a safe airspeed of 120 KIAS. This method is critical because it helps to reestablish controlled airflow over the wings, which is essential for regaining lift. Lowering the pitch attitude effectively reduces the angle of attack and mitigates the stall condition. By ensuring that the prop arc is on the horizon, the pilot is maintaining a level reference which aids in achieving the correct airspeed and ensures that the aircraft is in a stable recovery position. The focus is on a smooth and controlled recovery without excessive maneuvers that can lead to further complications or risks of secondary stalls. This approach emphasizes the need for gradual and smooth inputs during recovery to prevent abrupt changes that could lead to loss of control. Moreover, regaining airspeed is paramount before any additional maneuvers are initiated. This technique aligns with safe flying practices that prioritize a methodical approach to stall recoveries. In contrast, other options suggest methods that could result in a dangerous situation. For instance, pulling back sharply on the stick can exacerbate a stall

9. What flight condition is specifically targeted to improve with slow flight maneuvers?

A. High-speed turns

B. Low-speed control

C. Standard climb rates

D. Emergency recovery

Slow flight maneuvers are specifically designed to improve low-speed control. During these maneuvers, pilots practice flying at the edge of stalling speed, allowing them to experience and understand how the aircraft behaves under low-speed conditions. This practice is crucial as it helps pilots learn to maintain control of the aircraft in scenarios where they might be operating at reduced airspeeds, which could occur during approaches or when maneuvering in a crowded traffic pattern. By focusing on low-speed control, pilots develop an awareness of the aircraft's stall characteristics, the effects of power and configuration changes, and the necessary corrections to maintain controlled flight. This skill is vital for ensuring safety in various flight conditions, especially during landing approaches and takeoffs where speed reduction is common. The other options, while related to different aspects of flight training, do not directly pertain to the specific focus of slow flight maneuvers.

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10. What is the significance of a "positive three-way exchange" when changing control of the aircraft?

A. To prevent miscommunication

B. To increase confusion in cockpit

C. To expedite the change quickly

D. To minimize control inputs

A "positive three-way exchange" is a vital communication practice during pilot handoffs of aircraft control. This procedure ensures that both pilots are fully aware of who is in command of the aircraft at any given moment. Typically, this involves one pilot stating, "I have the aircraft" when they are taking control, the other pilot acknowledging with "You have the aircraft," and then the first pilot confirming the handoff with a final "I have the aircraft." The significance of this protocol is rooted in enhancing clarity and preventing potential miscommunication, which could result in dangerous situations, especially in critical phases of flight. By confirming the exchange of control verbally, both pilots reinforce their understanding and minimize the risk of one pilot inadvertently retaining control while the other believes they have taken it. This structured communication helps to maintain situational awareness and promotes safety in the cockpit, contributing significantly to effective crew resource management and reducing the likelihood of accidents due to confusion over who is piloting the aircraft at any moment.

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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://t6bcontactstage1.examzify.com

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

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