# T-6B PRIMARY FLIGHT TRAINING – CONTACT STAGE 2 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. **Which sink rate is expected when the aircraft is landing gear down with a best glide speed of 105 KIAS?**

   A. 1000 fpm

   B. 1500 fpm

   C. 2000 fpm

   D. 2500 fpm

2. **During the approach turn, how is airspeed controlled?**

   A. With altitude

   B. With power

   C. With nose attitude

   D. With trim

3. **What conditions must be met to be number one for departure in the landing pattern?**

   A. Flaps up and aircraft upwind initiated the crosswind turn

   B. Flaps up and gear raised to depart

   C. Aircraft downwind has lowered flaps

   D. Flaps down and aircraft upwind has initiated the landing

4. **What can excessive side loads during landing indicate?**

   A. Fuel management issues

   B. Potential gear damage

   C. Improper landing speed

   D. Reduced engine performance

5. **If energy is adequate upon reaching low key, what should the pilot do with the flaps?**

   A. Ignore flap settings

   B. Lower the flaps to landing

   C. Lower the flaps to takeoff

   D. Retract the flaps completely

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**6. What condition must be met for an aircraft to be "number one" in the upwind position?**

A. Other aircraft must be in a holding pattern

B. It must have initiated a crosswind turn

C. It must meet specific SOPs for departure

D. It must be cleared for takeoff

**7. What risk is increased if an aircraft lands in a crab position?**

A. Increased wear on the wings

B. Potential damage to landing gear

C. Higher fuel consumption

D. Landing gear alignment issues

**8. What altitude would allow an aircraft to trade for altitude while flying above 125 KIAS?**

A. 700 feet

B. 500 feet

C. 1000 feet

D. 800 feet

**9. In the case of a power loss, what should be prioritized when intercepting an ELP profile?**

A. Maintaining communication with air traffic control

B. Regaining altitude through wing levelling

C. Intercept profile at low key, base key, or final

D. Disregarding obstacle avoidance

**10. What does "more and more" aileron refer to during landing roll in a crosswind?**

A. Managing power settings

B. Increasing aileron to keep the upwind wing down

C. Neutralizing ailerons for smoother rollout

D. Reducing aileron for landing

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# Answers

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

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# Explanations

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## 1. Which sink rate is expected when the aircraft is landing gear down with a best glide speed of 105 KIAS?

A. 1000 fpm

B. 1500 fpm

C. 2000 fpm

D. 2500 fpm

*When considering the sink rate expected during a glide with the landing gear down at the best glide speed of 105 knots indicated airspeed (KIAS), the selected answer of 1500 feet per minute (fpm) is reasonable based on typical performance characteristics of general aviation aircraft like the T-6B. In flight training, understanding the glide performance is crucial—especially the relationship between airspeed and sink rate. At the best glide speed, the aircraft is in a configuration that maximizes its aerodynamic efficiency, allowing for the longest distance flown per altitude lost, but still incurs a noticeable sink rate. For the T-6B, the best glide performance will yield a sink rate that is within the range of 1000 to 2000 fpm during a clean configuration (no drag sources). However, with the landing gear down, the drag increases significantly, which results in a higher sink rate. Given this context, a sink rate of 1500 fpm reflects a balance between effective lifting characteristics and increased drag due to the landing gear. It indicates a realistic expectation for a training aircraft in a specific operational configuration, merging theoretical glide performance data with practical flight dynamics encountered in the T-6B during descending flight scenarios. Understanding*

## 2. During the approach turn, how is airspeed controlled?

A. With altitude

B. With power

C. With nose attitude

D. With trim

*During the approach turn, controlling airspeed through nose attitude is crucial for maintaining an appropriate flight configuration. The nose attitude directly impacts the aircraft's angle of attack (AoA), which is a critical factor in stall control and maintaining a safe speed throughout the maneuver. When the nose is raised, it generally increases lift and can reduce airspeed as the aircraft may climb, thus increasing the angle of attack. Conversely, lowering the nose typically decreases lift and increases airspeed. Pilots adjust the nose attitude during the turn to manage the relationship between lift, drag, and airspeed effectively, ensuring a stable descent and preventing stalls. Understanding the role of nose attitude helps pilots to maintain control during turns, particularly when transitioning from level flight to a descent or when maneuvering near stall speeds. While power adjustments can also influence airspeed, the primary method for achieving the desired airspeed in turns is through managing the nose attitude, making it the most critical factor in this context.*

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## 3. What conditions must be met to be number one for departure in the landing pattern?

A. Flaps up and aircraft upwind initiated the crosswind turn

B. Flaps up and gear raised to depart

C. Aircraft downwind has lowered flaps

D. Flaps down and aircraft upwind has initiated the landing

*To be number one for departure in the landing pattern, it is essential that the flaps are up and that the aircraft in the upwind position has initiated the crosswind turn. This indicates that the aircraft has completed its take-off phase and is ready to efficiently transition into the departure phase. Having the flaps up signifies that the aircraft is configured for climbing rather than descending, which is crucial for maintaining optimal performance and ensuring a safe ascent. The initiation of the crosswind turn by the upwind aircraft demonstrates that it is safely moving away from the runway and giving space for the next aircraft to follow in the pattern. Together, these conditions ensure a smooth and safe flow of operations, as the aircraft in the landing pattern can cleanly separate from those taking off. In contrast, the other options present scenarios that do not satisfy the necessary conditions for departing. For instance, if the flaps are down or if the aircraft on downwind has lowered flaps, those conditions imply a configuration more suited for landing rather than departure. Each of these aspects highlights the critical safety protocols in maintaining an efficient flying operation within the controlled landing pattern.*

## 4. What can excessive side loads during landing indicate?

A. Fuel management issues

B. Potential gear damage

C. Improper landing speed

D. Reduced engine performance

*Excessive side loads during landing primarily indicate potential gear damage. When an aircraft lands, the landing gear is designed to absorb the vertical and lateral forces encountered upon touchdown. If the aircraft experiences significant side loads, it may be a sign that the landing gear is subjected to stress beyond its designed limits, which could lead to structural failure or damage to the gear components. This risk is heightened particularly in crosswind landings or if the aircraft is not aligned correctly with the runway during touchdown. The other options, while they may relate to different aspects of flight, do not directly correlate with the consequences of excessive side loads during landing. Fuel management issues primarily concern how fuel is consumed and balanced, while improper landing speed usually leads to a host of issues related to overall stability and control during landing rather than specifically relating to the lateral forces on the gear. Lastly, reduced engine performance is more associated with the aircraft's ability to maintain flight rather than the structural integrity of the landing gear during touchdown.*

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## 5. If energy is adequate upon reaching low key, what should the pilot do with the flaps?

A. Ignore flap settings

B. Lower the flaps to landing

C. Lower the flaps to takeoff

D. Retract the flaps completely

*In a situation where the energy is adequate upon reaching low key during a traffic pattern, lowering the flaps to takeoff is appropriate. This configuration helps maintain a balance between lift and drag, allowing for optimal performance during the approach phase. Setting the flaps to takeoff provides an increase in lift at lower speeds, which is beneficial when maneuvering in the pattern. It enables the aircraft to maintain a controlled descent and enhances the pilot's ability to manage energy effectively. Furthermore, the takeoff flap setting allows for better handling characteristics, which is advantageous as the pilot prepares for landing. In contrast, if the flaps were ignored, it would not provide the necessary lift and could lead to an undesirable landing configuration. Lowering the flaps to landing would introduce more drag than necessary when energy is sufficient, potentially leading to a loss of control or difficulty in aligning with the runway. Retracting the flaps completely would also reduce lift, which is counterproductive when adequate energy is already present for an approach. Thus, selecting the takeoff flap setting is the optimal choice in this scenario.*

## 6. What condition must be met for an aircraft to be "number one" in the upwind position?

A. Other aircraft must be in a holding pattern

B. It must have initiated a crosswind turn

C. It must meet specific SOPs for departure

D. It must be cleared for takeoff

*For an aircraft to be considered "number one" in the upwind position, it must meet specific Standard Operating Procedures (SOPs) for departure. Being "number one" implies that the aircraft is the first to take off in a sequence, and fulfilling SOPs is crucial as they outline the required actions and safety protocols for initiating a takeoff. SOPs typically include factors such as communication with air traffic control (ATC), ensuring the runway is clear, and confirming all pre-takeoff checks are completed. By adhering to these procedures, the pilot ensures that the aircraft is properly prepared and legally authorized to depart. This regulatory framework helps to maintain safety and efficiency in busy airspace operations, particularly during departure sequences where multiple aircraft may be involved. While other options mention various situations, they don't specifically address the requirement that determines when an aircraft can rightfully claim the upwind position for takeoff. Thus, referencing and following SOPs is essential for operations in controlled air space to mitigate risks and facilitate safe departures.*

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## 7. What risk is increased if an aircraft lands in a crab position?

A. Increased wear on the wings

B. Potential damage to landing gear

C. Higher fuel consumption

D. Landing gear alignment issues

*Landing an aircraft in a crab position can indeed lead to potential damage to the landing gear. When an aircraft is crabbing, it means the nose is pointed into the wind while the aircraft is moving forward, creating a sideways drift during the landing phase. This alignment can result in an uneven distribution of forces on touchdown as the aircraft attempts to realign itself with the runway centerline just before or upon contact. If the landing is not executed properly while crabbing, the landing gear may experience asymmetric forces that can stress the gear components. This can lead to issues such as structural damage or misalignment. Proper landing techniques usually involve aligning the aircraft with the runway to ensure that the load is evenly distributed across the landing gear, minimizing the risk of damage. The other options do not capture the primary risk associated with crabbing during landing. Increased wear on the wings is less significant in this context, as the primary concern lies with the landing gear's response to misalignment forces. Higher fuel consumption does not directly relate to the landing phase in this manner, nor do landing gear alignment issues sufficiently explain the risks associated with crabbing during the landing process. Hence, the focus on potential damage to the landing gear addresses the most relevant risk involved.*

## 8. What altitude would allow an aircraft to trade for altitude while flying above 125 KIAS?

A. 700 feet

B. 500 feet

C. 1000 feet

D. 800 feet

*To effectively trade airspeed for altitude, an aircraft needs to be at a specific altitude where the performance characteristics are optimal for the maneuver. When flying above 125 KIAS (Knots Indicated Airspeed), the aircraft can undergo a climb maneuver effectively. The critical factor to consider is the aircraft's ability to maintain a specific airspeed while ensuring it retains enough lift and control authority to execute the climb safely and efficiently. At 700 feet, the aircraft is at an appropriate altitude that allows for this trading of airspeed for altitude under normal operating conditions. At this lower altitude, the aircraft typically has enough power and control authority to manage the climb without encountering excessive drag or losing too much airspeed. It also provides a safety margin to ensure that the aircraft remains within its performance envelope. Choosing 500 feet would generally be too low, as the aircraft may not have the necessary margin to effectively execute the climb and could be more susceptible to obstacles and terrain, limiting safe maneuverability. Similarly, while 1000 feet and 800 feet may also allow for trading altitude, they do not reflect the optimal conditions as closely as 700 feet does for this maneuver at higher speeds. Consequently, the choice of 700 feet aligns with safe and efficient climbing practices*

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## 9. In the case of a power loss, what should be prioritized when intercepting an ELP profile?

A. Maintaining communication with air traffic control

B. Regaining altitude through wing levelling

C. Intercept profile at low key, base key, or final

D. Disregarding obstacle avoidance

*Prioritizing the interception of an Emergency Landing Procedure (ELP) profile at low key, base key, or final is crucial during a power loss scenario. The ELP is designed to guide a pilot in safely approaching and landing the aircraft in the event of an engine failure. When a pilot is faced with a power loss, the best course of action is to establish the necessary glide path and intercept the ELP at the appropriate points. This ensures that the aircraft can manage its descent and maintain control while approaching the landing site. By focusing on the correct intercept points, the pilot can effectively plan for a safe landing while managing airspeed and descent rate, which are critical factors during an engine-out situation. Other aspects such as maintaining communication with air traffic control, regaining altitude through wing levelling, or disregarding obstacle avoidance are important considerations but should not take precedence over establishing the correct ELP profile. Prioritizing the intercept ensures that the aircraft has a controlled approach, which is vital for a successful landing in an emergency.*

## 10. What does "more and more" aileron refer to during landing roll in a crosswind?

A. Managing power settings

B. Increasing aileron to keep the upwind wing down

C. Neutralizing ailerons for smoother rollout

D. Reducing aileron for landing

*During a landing in a crosswind, the term "more and more" aileron refers to the need for the pilot to increase the amount of aileron input to maintain control of the aircraft and keep the upwind wing down. This is crucial as the wind can exert force on the aircraft, causing the upwind wing to rise and potentially leading to a loss of control or a ground loop if not properly managed. Using increased aileron helps counteract the effects of the crosswind, ensuring that the aircraft stays aligned with the runway centerline. By doing so, the pilot is able to maintain a safe and stable landing roll, particularly important in gusty or variable wind conditions. Ailerons play a vital role in lateral control, and understanding when to apply "more and more" aileron during rollout is a key skill for successfully handling crosswind landings. Other options, such as managing power or neutralizing ailerons, do not address the specific requirement of counteracting the wind forces acting on the wings during the landing roll. Reducing aileron would counteract the needed control input, which could lead to destabilization.*

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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://t6bcontactstage2.examzify.com

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

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