TSAAS AIR ASSAULT PHASE 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 statement best describes an advantage of sling load?

A. The rapid relocation of supplies and equipment.

B. Allows rapid movement of heavy, oversized equipment, or emergency supplies directly to the user.

C. The ability to bypass surface obstacles.

D. The use of multiple flight routes and landing sites to enhance sustainability requirements.

2. What is 'tensioning' in sling load operations?

A. Releasing all tension to allow movement.

B. Applying controlled tightness to rigging to remove slack and stabilize the load.

C. Attaching the load to the helicopter.

D. Checking the weather conditions before lift.

3. What is the CH-47 apex requirement?

A. None, can hook up to any apex

B. Aluminum spacer required

C. Requires special adapter

D. Cannot hook to apex

4. What is the total number of items covered by the M149 Water Trailer's shatter-proofing requirement?

A. 8

B. 12

C. 14

D. 10

5. Why is center of gravity important in sling loads?

A. It affects stability and control of the aircraft; improper CG can lead to unstable flight.

B. It determines the helicopter's color.

C. It only matters on the ground.

D. It is not a concern for sling loads.

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6. Which item has a rated capacity of 8,650 lbs and is used as tie down or lift point?

A. Platform Clevis, 7,000 lbs, Used on Airforce pallets

B. Small Screw Pin Clevis, 8,650 lbs, Used as tie down or lift point

C. Manufactured Apex, 10,000 lbs, Cargo nets

D. 1/2 Inch Tubular Nylon, 1,000 lbs

7. What is the function of the load master in aircraft operations?

A. To refuel the aircraft.

B. To supervise loading, rigging, and ensure safe lift operations.

C. To pilot the aircraft.

D. To design the flight plan.

8. Which diagram is used to depict obstacle clearance in the pickup zone?

A. MAP chart.

B. PZ diagram.

C. LZ diagram.

D. Flight plan.

9. Which manual covers the External Transport Sling Assembly and External Cargo Net ratings?

A. TM 10-1670-295-23P

B. TM 4-48.09

C. ATTP 3-18.12

D. FM 3-21.38

10. What is the mesh size of the 5,000 pound cargo net?

A. 6 inches

B. 5 inches

C. 7 inches

D. 8 inches

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Answers

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

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Explanations

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1. Which statement best describes an advantage of sling load?

A. The rapid relocation of supplies and equipment.

B. Allows rapid movement of heavy, oversized equipment, or emergency supplies directly to the user.

C. The ability to bypass surface obstacles.

D. The use of multiple flight routes and landing sites to enhance sustainability requirements.

Sling loads are about delivering gear directly to the point of need by lifting it under a helicopter, which lets you bring heavy or oversized equipment straight to the user, even when there isn't a suitable landing zone. This makes it possible to deliver emergency supplies or essential gear quickly to remote or hazardous areas without the helicopter having to land. That direct-delivery advantage is why this choice fits best: it emphasizes rapid delivery of heavy or oversized items directly to the user, a capability unique to sling load operations. While sling loads can aid faster movement in some scenarios, the standout benefit is reaching the user directly without requiring a landing site. The other statements describe aspects that aren't the core advantage—such as general relocation without focusing on direct delivery, bypassing obstacles, or using multiple routes—which aren't the defining feature of sling loads.

2. What is 'tensioning' in sling load operations?

A. Releasing all tension to allow movement.

B. Applying controlled tightness to rigging to remove slack and stabilize the load.

C. Attaching the load to the helicopter.

D. Checking the weather conditions before lift.

In sling load operations, tensioning means applying controlled tightness to the rigging to remove slack and stabilize the load. By tightening the lines in a careful, progressive way, you eliminate loose slack that would let the load swing or shift during flight. This helps the load track straight and reduces pendulum-like motion, making the lift safer and easier for the pilot to manage. The goal is to achieve even tension across all suspension points and correct line angles before flight, so the load behaves predictably under lift and during maneuvers. Releasing all tension would create slack and instability, attaching the load to the helicopter is a separate setup step, and checking weather conditions is about planning, not tightening and stabilizing the load.

3. What is the CH-47 apex requirement?

A. None, can hook up to any apex

B. Aluminum spacer required

C. Requires special adapter

D. Cannot hook to apex

When you're rigging an external load for the CH-47, the apex is the point on the load where the sling connects to the helicopter's apex hooks. The Chinook is designed to interface with standard apex fittings, so no extra hardware is required. There's no aluminum spacer or special adapter needed as long as the apex on the load is properly rated for the weight and rigging is done per the load plan. In short, you can hook up to any properly rated apex without additional adapters.

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4. What is the total number of items covered by the M149 Water Trailer's shatter-proofing requirement?

A. 8

B. 12

C. 14

D. 10

Shatter-proofing focuses on protecting parts that could break into dangerous pieces, so the maintenance standard identifies a specific list of fragile components that must be made shatter-proof on the M149 Water Trailer. In this case, there are ten items that fall under this requirement, meaning ten particular parts or assemblies are covered by the policy. The goal is to ensure those vulnerable pieces are protected without unnecessarily altering sturdier components. If you see counts that differ, they would either miss a covered item or include something not listed in the shatter-proofing scope. For the exact ten items, you'd check the M149 safety/maintenance manual where the list is laid out.

5. Why is center of gravity important in sling loads?

A. It affects stability and control of the aircraft; improper CG can lead to unstable flight.

B. It determines the helicopter's color.

C. It only matters on the ground.

D. It is not a concern for sling loads.

Center of gravity affects how the aircraft behaves in flight. When you carry a sling load, the weight hangs below the helicopter and shifts the overall center of gravity, creating a pendulum-like moment. If the combined CG moves outside the approved range, the helicopter becomes more nose- or tail-heavy (or less laterally stable), reducing stability and the available control authority. In hover and slow flight, gusts or load swings produce upset moments that the pilot must counter, and outside-CG conditions make those corrections larger and riskier. Keeping the sling load within CG limits helps maintain predictable, controllable handling and safer takeoffs, approaches, and recoveries from gusts. The other options don't describe flight behavior or safety implications—color is irrelevant, CG matters in air (not just on the ground), and sling loads are a real CG concern.

6. Which item has a rated capacity of 8,650 lbs and is used as tie down or lift point?

A. Platform Clevis, 7,000 lbs, Used on Airforce pallets

B. Small Screw Pin Clevis, 8,650 lbs, Used as tie down or lift point

C. Manufactured Apex, 10,000 lbs, Cargo nets

D. 1/2 Inch Tubular Nylon, 1,000 lbs

The item being considered is a small screw pin clevis, which is designed to be a single tie-down or lift point and is built to a specific load rating. This combination—the right function and the matching capacity—makes it the best choice for securing or lifting loads in this scenario. The screw pin design also allows the pin to be tightened so the connection stays secure during use, which is essential for reliable tie-downs and lifts. The other options don't fit as well. A platform clevis is another type of clevis, but its rating is lower than the required capacity, so it wouldn't meet the specified load requirement. A manufactured apex item is rated for a higher capacity but is intended for cargo nets rather than as a lift or tie-down point. The tubular nylon piece isn't even a clevis and has a much lower rating, so it wouldn't be appropriate for a lift or tie-down application.

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7. What is the function of the load master in aircraft operations?

A. To refuel the aircraft.

B. To supervise loading, rigging, and ensure safe lift operations.

C. To pilot the aircraft.

D. To design the flight plan.

The load master's job is to ensure safe loading and lifting operations. They supervise loading, rigging, and the entire lift process, directing ground crews, inspecting rigging gear and slings, and making sure cargo and personnel are properly secured. They verify weight and balance, read and confirm the load manifest, and coordinate with the flight crew tosignal when it's safe to lift and fly, ensuring loads stay secure and within the aircraft's limits throughout the operation. This role covers external and internal loads, palletized cargo, and sling-load operations, with adjustments made as needed to prevent shifting during flight. It's not about refueling, piloting, or flight planning, which are handled by fueling teams, pilots, and flight planners, respectively.

8. Which diagram is used to depict obstacle clearance in the pickup zone?

A. MAP chart.

B. PZ diagram.

C. LZ diagram.

D. Flight plan.

In air assault planning, each zone has a diagram that shows the obstacles and safe movement paths specific to that zone. For a pickup zone, you need a diagram that highlights where obstacles are relative to the pickup point and how helicopters should approach and depart to avoid them. That focused diagram is the PZ diagram, which maps the pickup zone, marks obstacles, and shows the approved approach and withdrawal routes so crews can safely hover and lift troops or equipment without striking obstacles. Other diagrams serve different purposes: a general map chart provides broader terrain context, a landing zone diagram covers obstacle clearance for landing sites, and a flight plan outlines route and timing rather than detailing obstacle clearance around a pickup point.

9. Which manual covers the External Transport Sling Assembly and External Cargo Net ratings?

A. TM 10-1670-295-23P

B. TM 4-48.09

C. ATTP 3-18.12

D. FM 3-21.38

The main idea here is knowing where official sling-load specifications live. The External Transport Sling Assembly and External Cargo Net ratings are documented in a Technical Manual that specifically covers aviation sling-load equipment and how it is rigged, loaded, and inspected. That manual provides the exact load limits, working loads, safety factors, and rigging procedures needed to ensure safe external loads under helicopters. So the manual that covers these ratings is the one designed for aviation sling-load gear, including External Transport Sling Assembly and External Cargo Net. The other references focus on topics like general doctrine, infantry tactics, or different maintenance and logistics areas, and they do not provide the specific sling-load ratings and rigging guidance.

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10. What is the mesh size of the 5,000 pound cargo net?

A. 6 inches

B. 5 inches

C. 7 inches

D. 8 inches

The question tests understanding of what "mesh size" means for a cargo net and why a specific size is used for a 5,000-pound net. Mesh size refers to the opening between the knots in the net, essentially the size of each square opening. For a 5,000-pound cargo net, the standard opening is 6 inches. This size provides enough containment to keep typical cargo from slipping through while still allowing the net to wrap around and secure irregular shapes and fit with the tying and rigging used in sling-load operations. A smaller opening, like 5 inches, would make securing larger items more difficult and could cause snagging, while a larger opening, such as 7 or 8 inches, increases the chance that items protrude or shift through the net. So 6 inches is the commonly used mesh size that matches the load rating and practical securing needs.

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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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