UH60 CREW CHIEF PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://uh60crewchief.examzify.com

Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

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

SAMPLE

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.

SAMPLE

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!

SAMPLE

Questions

SAMPLE

1. If a cockpit warning indicates hydraulic pressure loss, what is the proper response?

A. Ignore warning and continue flight.

B. Immediately shut down hydraulics and descend.

C. Maintain altitude and check alternate system's status before landing.

D. Follow hydraulic failure procedures, reduce collective, maintain flight with alternate system if available, and land as required.

2. How many emergency exits are in the cabin?

A. Six in the cabin

B. Four in the cabin

C. Two in the cabin

D. Eight in the cabin

3. Why is thread lubricant used when installing engine and transmission fasteners?

A. To reduce friction and ensure proper torque, preventing over-tightening.

B. To increase friction and make tightening harder.

C. It has no effect on torque readings.

D. It leaves a residue that attracts dirt.

4. Under Scotopic vision, visual acuity decreases to what value?

A. 20/40

B. 20/20

C. 20/60

D. 20/200

5. Restraint Criteria for left and right directions specify which Gs?

A. 3 Gs Left/Right

B. 8 Gs Left/Right

C. 12 Gs Left/Right

D. 0 Gs Left/Right

SAMPLE

6. What is the purpose of the UH-60 anti-collision lighting and when must it be active?

A. To illuminate cockpit interiors for crew during nighttime.

B. To provide redundancy for navigation lights.

C. To improve visibility to other aircraft during flight and ground operations; must be active during operations as required by regs or manual.

D. To reduce radar cross-section.

7. Outline the two main fuel networks on the UH-60 and how crossfeed is used during operations.

A. Left and right fuel tanks are not connected and do not share fuel.

B. Left and right fuel tanks are connected to engines; crossfeed allows drawing fuel from either side to balance and feed engines if one side is low.

C. A single fuel tank feeds both engines; crossfeed is not used.

D. Fuel is stored only externally.

8. Presbyopia is:

A. Visual acuity decreases to 20/200 with Scotopic vision

B. Visual acuity decreases to 20/40 with Scotopic vision

C. Visual acuity increases to 20/20 with Scotopic vision

D. Visual acuity remains 20/20 with Scotopic vision

9. What is the maximum roll angle permissible?

A. 30 degrees

B. 60 degrees

C. 45 degrees

D. 90 degrees

10. What does the number 1 hydraulic pump pressurize?

A. 1st stage primary servos and 1st stage tail rotary servo

B. 2nd stage primary servos and pilot assist module

C. 3rd stage servos

D. APU

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. If a cockpit warning indicates hydraulic pressure loss, what is the proper response?

A. Ignore warning and continue flight.

B. Immediately shut down hydraulics and descend.

C. Maintain altitude and check alternate system's status before landing.

D. Follow hydraulic failure procedures, reduce collective, maintain flight with alternate system if available, and land as required.

When hydraulic pressure is lost, your first priority is to keep the helicopter controllable by using the available means and then get on the ground safely. The warning means the primary flight controls—cyclic, collective, and pedals—may not have full hydraulic assistance, so you follow the hydraulic failure procedures: use the alternate hydraulic system if it's available to preserve control, and manage the flight with that system. Reducing the collective helps by lowering the rotor load and hydraulic demand, which improves your ability to maintain control and keep the rotor rpm in a safe band. With the aircraft stabilized on the alternate system, plan and execute a landing as soon as practical to address the failure. Ignoring the warning or descending without a plan risks losing control; attempting to shut down hydraulics immediately isn't the proper first step when an alternate system can maintain some control.

2. How many emergency exits are in the cabin?

A. Six in the cabin

B. Four in the cabin

C. Two in the cabin

D. Eight in the cabin

Four emergency exits exist in the cabin. The UH-60 Black Hawk has two doors on each side of the troop/cabin area—one toward the front and one toward the rear—each door serving as an emergency exit. In an evacuation, you head for the nearest operating exit and open it from inside to get everyone out quickly. This layout provides two-way egress and redundancy, so there aren't more or fewer exits than four.

3. Why is thread lubricant used when installing engine and transmission fasteners?

A. To reduce friction and ensure proper torque, preventing over-tightening.

B. To increase friction and make tightening harder.

C. It has no effect on torque readings.

D. It leaves a residue that attracts dirt.

Lubricating threaded fasteners controls friction so the torque you apply serves to create clamp load, not just overcome thread resistance. When threads are lubricated, friction is reduced, so the torque value more reliably translates into the desired preload. This helps ensure the fastener reaches the correct clamping force, reduces the risk of over-tightening and thread damage, and eases future disassembly by preventing galling and corrosion. Increasing friction would require more torque and make the actual load less predictable. Saying it has no effect on torque readings is incorrect because the relationship between torque and tension depends on friction. The idea that the lubricant's main purpose is to attract dirt is not correct; the primary goal is to achieve consistent, accurate torque-to-clamp-load behavior.

SAMPLE

4. Under Scotopic vision, visual acuity decreases to what value?

A. 20/40

B. 20/20

C. 20/60

D. 20/200

Scotopic vision relies on rods, which are highly sensitive in low light but provide much poorer detail than cones. Many rods funnel into fewer ganglion cells, so the image they form has a larger receptive field and reduced spatial resolution. In bright light, vision is sharp (about 20/20). In dim lighting, acuity drops significantly, commonly to around 20/200, which is the threshold often used to describe legal blindness in low-light conditions. So, under Scotopic vision, the best way to describe the acuity is 20/200—the detail you can resolve at 20 feet in dim light is what a person with normal vision would resolve at 200 feet. The other values reflect sharper detail that isn't maintained in very low light.

5. Restraint Criteria for left and right directions specify which Gs?

A. 3 Gs Left/Right

B. 8 Gs Left/Right

C. 12 Gs Left/Right

D. 0 Gs Left/Right

The point being tested is how the crew restraint is rated to handle side-to-side shocks and accelerations. The restraint system—lap belt plus shoulder harness—has a specified lateral load capability, which is the maximum sideways G-force it can safely withstand without allowing the occupant to move out of the seat or experience injurious loads. For left and right directions, the UH-60's restraint criteria are eight Gs. This means the system is designed to hold a crew member secure even if the helicopter experiences a lateral acceleration up to eight times the force of gravity, such as during aggressive turns or sudden side-to-side motions. If the rating were much lower, the restraint could fail in normal maneuvering; if it were much higher, the hardware would be unnecessarily heavy or bulky and still not reflect actual operating needs. A zero, or very low, G rating would provide no real protection against lateral movement, which is unsafe, while a rating like three Gs would be insufficient for typical flight loads, and a rating like twelve Gs would exceed practical design limits for this restraint system.

6. What is the purpose of the UH-60 anti-collision lighting and when must it be active?

A. To illuminate cockpit interiors for crew during nighttime.

B. To provide redundancy for navigation lights.

C. To improve visibility to other aircraft during flight and ground operations; must be active during operations as required by regs or manual.

D. To reduce radar cross-section.

Anti-collision lighting is there to make the helicopter highly visible to other aircraft, boosting conspicuity during both flight and ground operations so collisions are less likely in busy skies or on the ramp. It should be on whenever the aircraft is operating, per regulations or the manual, to ensure other pilots can see you during takeoff, flight, and taxiing. The other options miss the primary purpose: cockpit lighting is for the crew's use, not external visibility; navigation lights are for indicating position and attitude to comply with rules, not specifically to alert other aircraft of presence; and radar cross-section reduction isn't what these lights do.

SAMPLE

7. Outline the two main fuel networks on the UH-60 and how crossfeed is used during operations.

A. Left and right fuel tanks are not connected and do not share fuel.

B. Left and right fuel tanks are connected to engines; crossfeed allows drawing fuel from either side to balance and feed engines if one side is low.

C. A single fuel tank feeds both engines; crossfeed is not used.

D. Fuel is stored only externally.

Two main fuel networks exist on the UH-60: left-wing and right-wing fuel systems, each delivering fuel to its respective engine through its own feed lines. Crossfeed ties these networks together, allowing fuel to flow from either wing to either engine. This setup lets you balance fuel between sides during flight and ensures continued engine feed if one side runs low or if a fuel-pressure issue arises on one network. In practice, crossfeed is used to maintain proper fuel balance and engine supply, rather than relying on a single tank feeding both engines.

8. Presbyopia is:

A. Visual acuity decreases to 20/200 with Scotopic vision

B. Visual acuity decreases to 20/40 with Scotopic vision

C. Visual acuity increases to 20/20 with Scotopic vision

D. Visual acuity remains 20/20 with Scotopic vision

Presbyopia is the age-related loss of the eye's ability to adjust focus for close objects because the lens becomes stiffer. In dim or scotopic lighting, vision already relies on rods, which provide less sharp acuity than cones do in brighter light. When these two factors combine—reduced near focusing ability and reduced low-light clarity—the overall visual sharpness can drop significantly, which in some test contexts is represented as a severe loss around 20/200. That's why this option is selected: it reflects a substantial decline in visual acuity under Scotopic conditions that aligns with the concept of presbyopia's impact in low light. The other statements imply little to no change or only a modest change in acuity, which doesn't fit how acuity typically worsens in low light for someone with presbyopia.

9. What is the maximum roll angle permissible?

A. 30 degrees

B. 60 degrees

C. 45 degrees

D. 90 degrees

Maximum roll angle is the largest bank the UH-60 is certified to use in flight without compromising control or structural limits. The helicopter's flight envelope permits up to a 60-degree bank, which provides enough lateral turning capability while keeping the vertical lift component sufficient to maintain altitude and preserve control authority. Going beyond this angle would reduce lift too much, degrade control effectiveness, and approach unsafe loading of the rotor system and airframe. So 60 degrees is the upper permissible limit. Infeasible options like 90 degrees would imply inverted flight, which isn't allowed, and lower values like 30 or 45 are within the envelope but not the maximum.

SAMPLE

10. What does the number 1 hydraulic pump pressurize?

A. 1st stage primary servos and 1st stage tail rotary servo

B. 2nd stage primary servos and pilot assist module

C. 3rd stage servos

D. APU

The first hydraulic pump is dedicated to powering the initial boost for the primary flight controls. It pressurizes the first-stage primary servos, which handle the main control inputs that move the cyclic and collective, and it also feeds the first-stage tail rotor servo that provides yaw control. These first-stage servos are the primary actuators that translate pilot inputs into actual rotor movement. The other stages and components are fed by the other hydraulic pumps: second-stage primaries and the pilot assist module get pressure from the second pump, third-stage servos from the third pump, and the APU isn't driven by this pump's output.

SAMPLE

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://uh60crewchief.examzify.com

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

SAMPLE