UTILITY HELICOPTER 60 BLACK HAWK (UH-60S) ACADEMICS EXAM 2 PRACTICE (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. What alerts the pilot when the No. 1 or No. 2 fuel filter is bypassed?

A. Fuel Filter Failure

B. Fuel Low Pressure

C. Fuel 1 Bypass or Fuel 2 Bypass

D. APU Fuel Modulation

2. The Main Frame is part of which group?

A. IPS 3 engine frames

B. Cold Section Module

C. Inlet Particle Separator

D. Scroll Case

3. If a leak occurs in a pilot assist servo, which indication would not appear?

A. Backup Pump On advisory

B. Battery Low

C. Hydraulic Pressure Low

D. Cabin Altitude High

4. The Stabilator enhances handling qualities in which axis due to its design?

A. Pitch axis

B. Roll axis

C. Yaw axis

D. Vertical axis

5. Dynamic stability is provided by which system?

A. SAS

B. Stability Augmentation Switch

C. Autopilot

D. Trim

6. If a dual converter failure occurs, which busses would be without power?

A. Main AC busses

B. #1 and #2 DC primary busses

C. Battery bus

D. Essential DC bus

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7. The Intermediate and Tail gearboxes may run at cruise flight for up to how many minutes with loss of all oil?

A. 30

B. 15

C. 60

D. 45

8. Inlet Particle Separator is associated with which engine section?

A. Hot Section

B. Power Turbine Section

C. Cold Section Module

D. Accessary Gear Box Section

9. Which switch on the AFCS panel is used to clear an intermittent malfunction?

A. FAILURE RESET CPTR 2

B. FAILURE RESET CPTR 1

C. INTERMITTENT CLEAR

D. RESET AFCS

10. Which SCALP function is described as smoothing airflow over surfaces?

A. Angle Of Incidence

B. Pitch Rate

C. Streamlines

D. Lateral Sideslip

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Answers

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

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Explanations

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1. What alerts the pilot when the No. 1 or No. 2 fuel filter is bypassed?

A. Fuel Filter Failure

B. Fuel Low Pressure

C. Fuel 1 Bypass or Fuel 2 Bypass

D. APU Fuel Modulation

In the UH-60S, when a fuel filter becomes blocked, a bypass valve opens and the cockpit displays a specific alert to tell you exactly which filter is bypassed. This is the Fuel 1 Bypass or Fuel 2 Bypass indication. It's designed to let fuel continue to flow around the clogged element while signaling to the crew that the corresponding filter should be serviced or replaced. This targeted annunciation is more informative than a general fuel filter failure or a low-pressure warning, and it's not related to APU fuel modulation. So the precise alert for a bypass is what you'd expect to see.

2. The Main Frame is part of which group?

A. IPS 3 engine frames

B. Cold Section Module

C. Inlet Particle Separator

D. Scroll Case

The main concept here is how engine components are organized into groups in the UH-60S maintenance taxonomy. The main frame is a structural piece that forms the backbone of the engine frame assembly, providing the mounting points and support for the core and attached sections. It belongs to the IPS 3 engine frames group because it is one of the frame components that make up that specific frame set and serves as the primary structural cradle for the engine, rather than being part of a functional subsystem like the cold section, inlet, or compressor housing. The other options describe distinct subsystems or housings (inlet particle separator, cold section module, scroll case) that are not frame components, so they're not where the main frame is categorized.

3. If a leak occurs in a pilot assist servo, which indication would not appear?

A. Backup Pump On advisory

B. Battery Low

C. Hydraulic Pressure Low

D. Cabin Altitude High

A leak in the pilot assist servo is a hydraulic fault that drops pressure in that servo's circuit. The immediate cockpit indication you'd expect is Hydraulic Pressure Low for the affected system, signaling the loss of hydraulic force needed for that servo. The backup pump on advisory wouldn't automatically come on in this situation because the backup (electric) pump is activated to restore overall hydraulic pressure when the primary system can't meet demands, not from a localized leak in a single servo. So you wouldn't see Backup Pump On just from a pilot assist servo leak. Battery Low and Cabin Altitude High aren't direct results of a servo leak: Battery Low points to an electrical power issue, and Cabin Altitude High relates to pressurization, which aren't the immediate indicators of a localized hydraulic leak in the pilot assist servo.

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4. The Stabilator enhances handling qualities in which axis due to its design?

A. Pitch axis

B. Roll axis

C. Yaw axis

D. Vertical axis

The Stabilator offers direct pitch control by moving the entire horizontal tail surface as one piece. This design provides a larger, quicker pitching moment with less pilot input, strengthening the helicopter's responsiveness in nose-up and nose-down movements. In the UH-60, this means improved handling characteristics along the pitch axis, since pitch commands are amplified by the whole stabilizer and require less effort from the pilot, especially at higher speeds where elevator effectiveness matters more. Roll and yaw are controlled by other surfaces and rotor interactions, so the Stabilator's design focuses on enhancing pitch stability and control, not roll or yaw.

5. Dynamic stability is provided by which system?

A. SAS

B. Stability Augmentation Switch

C. Autopilot

D. Trim

Dynamic stability is about the aircraft damping out disturbances and returning smoothly to steady flight after a gust or a control input. The Stability Augmentation System provides automatic damping by sensing the helicopter's motion and quickly applying small corrective inputs to oppose unwanted motion in pitch, roll, and yaw. This makes the helicopter less prone to oscillations and easier to control, especially in turbulent conditions or during aggressive maneuvers. The stability augmentation switch simply turns this capability on or off, but the system itself is what adds the damping. Autopilot can also stabilize the aircraft, but its purpose is broader—controlling attitude or flight path—whereas dynamic stability in this context refers to the automatic dampening function provided by SAS. Trim, on the other hand, biases control inputs to ease pilot workload but does not affect the dynamic damping of the aircraft's response.

6. If a dual converter failure occurs, which busses would be without power?

A. Main AC busses

B. #1 and #2 DC primary busses

C. Battery bus

D. Essential DC bus

Power to the DC primary busses on the UH-60S comes from AC-to-DC converters tied to the engine generators. Those two converters provide redundant paths to feed the #1 and #2 DC primary busses. If both converters fail, there's no DC supply path for those two busses, so they go dark. The main AC busses stay powered as long as the generators are producing AC, and the battery and essential DC bus have their own separate power sources, so they can continue to provide power to their respective loads. In short, a dual converter failure leaves the #1 and #2 DC primary busses without power.

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7. The Intermediate and Tail gearboxes may run at cruise flight for up to how many minutes with loss of all oil?

A. 30

B. 15

C. 60

D. 45

The moment you lose oil to the Intermediate and Tail gearboxes, lubrication and cooling for those gears are compromised, causing bearings and gears to heat up quickly under load. The flight manual designates a safety window you can use in cruise flight where you may continue to operate despite the oil loss. That window is thirty minutes, giving you a limited but safe time to maneuver and complete a landing before overheating or damage becomes likely. The other durations don't reflect the documented limit, which is why thirty minutes is the best answer. If oil loss occurs, plan to land as soon as practical and follow emergency procedures to secure the situation.

8. Inlet Particle Separator is associated with which engine section?

A. Hot Section

B. Power Turbine Section

C. Cold Section Module

D. Accessary Gear Box Section

The Inlet Particle Separator belongs to the cold side of the engine. Its purpose is to remove sand and dust from incoming air before it reaches the compressor, protecting the compressor blades from abrasive wear and maintaining efficient airflow. Because it operates in the air intake path and feeds the compressor, it is part of the cold section module, not the hot section where combustion occurs, not the power turbine area, and not the accessory gear box. This placement keeps clean air flowing into the compressor, which is essential for reliable engine operation in dusty or sandy environments.

9. Which switch on the AFCS panel is used to clear an intermittent malfunction?

A. FAILURE RESET CPTR 2

B. FAILURE RESET CPTR 1

C. INTERMITTENT CLEAR

D. RESET AFCS

Resetting the control processor that has latched the fault is how you clear an intermittent AFCS malfunction. The UH-60 AFCS uses two control processors (CPTRs); when an intermittent fault shows up, its fault flag is stored in the processor. Using the switch labeled Failure Reset CPTR 2 clears that fault latch and reinitializes the second processor, allowing the AFCS to return to normal operation if no new fault is detected. This targeted reset is preferred because it refreshes the AFCS logic path associated with intermittents without performing a full system reset that would affect other AFCS functions. The other options either perform a broader system reset or correspond to a different function, which is not the standard method for clearing an intermittent fault in this panel. After the reset, monitor for reoccurrence of the fault and proceed with normal flight if the system comes back clean.

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10. Which SCALP function is described as smoothing airflow over surfaces?

A. Angle Of Incidence

B. Pitch Rate

C. Streamlines

D. Lateral Sideslip

Streamlines visualize how air moves around surfaces, and when the lines are smooth and evenly spaced, they indicate airflow is being smoothed over the surface. In the SCALP context, this function represents the path air particles follow as they flow smoothly along the surface, reflecting a well-behaved, streamlined flow with minimal separation. The angle of incidence concerns how the flow meets the surface, not the smoothing of the flow; pitch rate and lateral sideslip describe the aircraft's motion, not the airflow pattern over surfaces. So, the function that describes smoothing airflow over surfaces is streamlines.

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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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