Abdominal Focused Assessment with Sonography for Trauma (AFAST) Practice Exam (Sample)

Study Guide

Everything you need from our exam experts!

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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.

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. Don’t worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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!

Questions

1. What heading and bank angle describes an aircraft with a nose up 45 degrees, flying toward the northwest?

A. Nose up 30 degrees; heading 315 degrees

B. Nose up 45 degrees; heading 315 degrees

C. Nose down 25 degrees; heading 315 degrees

D. Nose down 45 degrees; heading 315 degrees

2. Which flight configuration describes a heading of 150 degrees?

A. Nose up slightly; 15 degrees right bank

B. Nose down 30 degrees; 15 degrees left bank

C. Straight and level; heading 135 degrees

D. Nose up slightly; 30 degrees right bank

3. A stall in flight is primarily caused by what phenomenon?

A. Excessive speed during takeoff.

B. Reduction in engine power.

C. Excessive angle of attack.

D. Rapid descent without proper control.

4. What phenomenon describes the upward bending of rotor blades as a result of lift and centrifugal force?

A. Blade flexing

B. Pitching

C. Coning

D. Rotor dynamics

5. To initiate a quick stop in a helicopter, what is the recommended action?

A. Lower both cyclic and collective

B. Aft the cyclic and simultaneously lower the collective pitch

C. Increase throttle while maintaining current altitude

D. Bank left while increasing lift

6. How is a takeoff from a slope characterized for helicopters with skid-type landing gear?

A. Initiating takeoff from an incline

B. Bringing the helicopter to a level altitude before leaving the ground

C. Maintaining a constant altitude during ascent

D. Taking off directly uphill

7. In conventional American helicopters, the rotor typically turns in which direction?

A. Counter clockwise

B. Clockwise

C. Vertical

D. Horizontal

8. How does increased altitude affect true airspeed?

A. It decreases true airspeed significantly

B. It increases true airspeed slightly

C. It has no impact on true airspeed

D. It changes true airspeed unpredictably

9. What should be done just before landing on a slope?

A. Reduce engine power dramatically

B. Establish a stable attitude relative to the slope

C. Perform a rapid descent

D. Only apply collective to land smoothly

10. If a helicopter is improperly loaded with a center of gravity (CG) forward of forward limits, what is a likely outcome?

A. The helicopter will have a nose-up altitude

B. Excessive rearward displacement of the cyclic will be required

C. The helicopter will perform normal hovers with no issues

D. The helicopter will roll to the right during flight

Answers

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

Explanations

1. What heading and bank angle describes an aircraft with a nose up 45 degrees, flying toward the northwest?

A. Nose up 30 degrees; heading 315 degrees

B. Nose up 45 degrees; heading 315 degrees

C. Nose down 25 degrees; heading 315 degrees

D. Nose down 45 degrees; heading 315 degrees

In this scenario, the aircraft is described as having a nose up attitude of 45 degrees while heading northwest. The term "nose up 45 degrees" indicates that the angle of the aircraft's nose relative to the horizon is elevated by 45 degrees, suggesting a climb or a steep ascent. This attitude allows for the aircraft to maintain altitude while moving forward. The heading toward the northwest corresponds to an azimuth of 315 degrees. This is consistent with navigation terminology where west is 270 degrees and north is 0 degrees or 360 degrees; thus, northwest falls directly in the middle at 315 degrees. Therefore, the choice stating a nose up of 45 degrees along with a heading of 315 degrees accurately captures both the vertical orientation of the aircraft and its directional course, making it the correct answer for this question. The other options do not match both the aircraft's nose position and its heading as required by the question criteria.

2. Which flight configuration describes a heading of 150 degrees?

A. Nose up slightly; 15 degrees right bank

B. Nose down 30 degrees; 15 degrees left bank

C. Straight and level; heading 135 degrees

D. Nose up slightly; 30 degrees right bank

In aviation, aircraft heading and flight configuration significantly influence navigation and control. A heading of 150 degrees indicates a direction that is slightly south-east. When an aircraft maintains a specific heading, it can do so through various configurations of its nose attitude and bank angle. The selected option describes a flight configuration that effectively aligns with a 150-degree heading by indicating a slight nose-up attitude and a 15-degree right bank. In this scenario, the nose-up position helps maintain altitude while the right bank aligns the aircraft's flight path with the desired heading. The bank to the right naturally turns the aircraft toward the south-east direction implied by the 150-degree heading. This configuration allows for effective control while ensuring adherence to the intended heading, making it suitable for a flight maneuver that aims to maintain a specific course. The balance between the nose attitude and bank angle is essential for achieving and maintaining the desired heading, reflecting an understanding of aerodynamics and navigation.

3. A stall in flight is primarily caused by what phenomenon?

A. Excessive speed during takeoff.

B. Reduction in engine power.

C. Excessive angle of attack.

D. Rapid descent without proper control.

A stall in flight occurs when the angle of attack—the angle between the wing's chord line and the oncoming air—exceeds a critical threshold, leading to a loss of lift. When the angle of attack becomes too steep, airflow can no longer smoothly adhere to the wing's surface, resulting in a sudden drop in lift. This critical angle varies depending on several factors, including the aircraft's configuration, speed, and environmental conditions. The phenomenon of a stall is particularly significant in aviation as it occurs during critical phases of flight, such as takeoff and landing, where pilots are often operating at higher angles of attack. Understanding this critical angle is vital for pilots, as recognizing and avoiding conditions that lead to a stall is essential for maintaining flight safety. While other options present scenarios that can affect flight dynamics, they do not directly lead to a stall in the same manner as an excessive angle of attack does.

4. What phenomenon describes the upward bending of rotor blades as a result of lift and centrifugal force?

A. Blade flexing

B. Pitching

C. Coning

D. Rotor dynamics

The phenomenon known as coning refers to the upward bending of rotor blades that occurs due to the combined effects of lift generated by the blades and the centrifugal force acting on them. When a rotor system is in motion, the blades experience significant lift, which acts vertically upward. Simultaneously, the centrifugal force due to the rotation of the blades pushes outward. The balance between these forces causes the rotor blades to tilt upwards, creating a conical shape or "coning" effect. This coning helps maintain stability in the rotor system and is an important aspect to consider in helicopter dynamics, ensuring that the rotor blades can function efficiently and provide adequate lift while minimizing stress on the blades themselves. Understanding coning is crucial for pilots and engineers involved in rotorcraft design and operation, as it impacts performance, safety, and aerodynamics.

5. To initiate a quick stop in a helicopter, what is the recommended action?

A. Lower both cyclic and collective

B. Aft the cyclic and simultaneously lower the collective pitch

C. Increase throttle while maintaining current altitude

D. Bank left while increasing lift

The recommended action of afting the cyclic and simultaneously lowering the collective pitch is essential for effectively executing a quick stop in a helicopter. When the pilot moves the cyclic aft, it tilts the rotor disk backwards, helping to decrease forward momentum. Concurrently lowering the collective pitch reduces lift, which allows the helicopter to descend slightly without increasing its forward speed. This combination effectively transitions the helicopter from forward flight to a more vertical descent, bringing it to a stop in a controlled manner. Achieving a quick stop requires precise coordination of control inputs; therefore, the simultaneous actions of adjusting the cyclic and collective are crucial. This method ensures that the helicopter doesn't continue its forward trajectory, allowing for a rapid yet stable stop.

6. How is a takeoff from a slope characterized for helicopters with skid-type landing gear?

A. Initiating takeoff from an incline

B. Bringing the helicopter to a level altitude before leaving the ground

C. Maintaining a constant altitude during ascent

D. Taking off directly uphill

The correct characterization of a takeoff from a slope for helicopters with skid-type landing gear is best described by the concept of bringing the helicopter to a level altitude before leaving the ground. When taking off from a slope, especially an incline, the helicopter's ascent must be carefully managed to ensure that it achieves a stable and controlled lift-off. During the takeoff process, the pilot typically adjusts the collective pitch to rise while maintaining a level attitude, compensating for the incline of the slope. This level altitude ensures the rotor blades are effectively producing lift without the risk of rolling or losing control due to the uneven surface. Understanding the dynamics of how skids interact with the terrain is essential for safe takeoff, as the helicopter must transition smoothly from ground to air, while managing the effect of gravity on the aircraft's weight and balance. Establishing this level altitude before leaving the ground assists in maximizing rotor efficiency and ensuring that the aircraft lifts off in a stable, manageable way, which is crucial for safety and performance on a slope.

7. In conventional American helicopters, the rotor typically turns in which direction?

A. Counter clockwise

B. Clockwise

C. Vertical

D. Horizontal

The typical design of conventional American helicopters features a rotor system that turns counterclockwise when viewed from above. This counterclockwise rotation is important for a few reasons. First, it helps to balance the torque produced by the rotor blades; as the rotor rotates one way, the fuselage and tail rotor must compensate to maintain stability and control. Additionally, this configuration allows the pilot to control the aircraft more effectively, as the tail rotor works to counteract the torque from the main rotor's counterclockwise spin. Overall, understanding the rotor direction is crucial for safe operation and handling characteristics of helicopters. In this context, options involving vertical or horizontal directions do not apply to the rotation of the rotor itself; these describe the overall orientation of the helicopter or indicate the spatial relationship but do not inform about the rotation direction necessary for flight dynamics.

8. How does increased altitude affect true airspeed?

A. It decreases true airspeed significantly

B. It increases true airspeed slightly

C. It has no impact on true airspeed

D. It changes true airspeed unpredictably

Increased altitude impacts true airspeed due to the decrease in air density as elevation rises. True airspeed refers to the actual speed of an aircraft relative to the surrounding air mass, which is affected by the density of that air. At higher altitudes, the air is thinner, which allows an aircraft to achieve higher true airspeeds. This is because, while indicated airspeed (the speed shown on the aircraft's airspeed indicator) may remain constant, the aircraft can cover more ground due to the decreased resistance from the less dense air. Therefore, as altitude increases, true airspeed increases slightly, making this the correct understanding of the relationship between altitude and airspeed dynamics. In contrast, true airspeed does not significantly decrease with altitude, so it does not support the idea of a drastic reduction. Stating that it has no impact contradicts the principles of aerodynamics and air density. The notion of unpredictable changes in true airspeed does not align with the established relationship that as altitude increases, dense air decreases, leading to the observed slight increases in true airspeed.

9. What should be done just before landing on a slope?

A. Reduce engine power dramatically

B. Establish a stable attitude relative to the slope

C. Perform a rapid descent

D. Only apply collective to land smoothly

Establishing a stable attitude relative to the slope is crucial for a safe landing on an inclined surface. This ensures that the aircraft maintains the proper orientation and balance during the descent and touchdown phases. A stable attitude helps prevent the risk of a rollover or loss of control, which can occur if the aircraft is misaligned with the slope. In this context, maintaining the right angles relative to the slope allows for the effective management of the aircraft's weight distribution and control inputs, leading to a smoother and safer landing. It also provides the pilot with better visibility and situational awareness while approaching the landing zone. Engaging in this practice is essential for adapting to the challenges presented by varying terrain and environmental conditions.

10. If a helicopter is improperly loaded with a center of gravity (CG) forward of forward limits, what is a likely outcome?

A. The helicopter will have a nose-up altitude

B. Excessive rearward displacement of the cyclic will be required

C. The helicopter will perform normal hovers with no issues

D. The helicopter will roll to the right during flight

When a helicopter's center of gravity (CG) is positioned forward of its forward limits, it can significantly affect the handling characteristics of the aircraft. A forward CG tends to make the helicopter nose-heavy, which affects how the pilot controls the aircraft. In this scenario, because the helicopter is nose-heavy, the pilot will need to exert considerable rearward force on the cyclic control in order to maintain level flight. This excessive rearward displacement of the cyclic is necessary to counteract the natural tendency of the helicopter to pitch down due to the forward CG. Hence, the required adjustment indicates that the helicopter's balance is compromised and demands more effort from the pilot to maintain stability and control. This situation can lead to difficulties in hovering and other maneuvers, highlighting the importance of proper loading and CG management in helicopter operations.

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://afast.examzify.com

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