

# 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. 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!**

## Questions

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- 1. What does pulling back on the cyclic stick do to the helicopter's performance?**
  - A. Decreases speed while increasing altitude**
  - B. Increases speed while decreasing altitude**
  - C. Maintains current speed and altitude**
  - D. Decreases both speed and altitude**
  
- 2. What is the primary consequence of flying in high density altitude conditions?**
  - A. Reduced fuel efficiency**
  - B. Increased helicopter performance**
  - C. Less lift generation**
  - D. Quicker ascent**
  
- 3. What is the correct configuration for a straight and level flight at heading 135 degrees?**
  - A. Nose down 30 degrees; 15 degrees left bank**
  - B. No climb, no dive; heading 135 degrees**
  - C. Straight and level; heading 135 degrees**
  - D. Nose up slightly; heading 250 degrees**
  
- 4. What is the term for the lift differential between the advancing and retreating main rotor blades?**
  - A. Center of lift**
  - B. Dissymmetry of lift**
  - C. Aerodynamic imbalance**
  - D. Lift vectoring**
  
- 5. What color lights are used for a landing pad?**
  - A. Red and blue**
  - B. Green, yellow, and white**
  - C. Blue and white**
  - D. Green and red**

- 6. In conventional American helicopters, the rotor typically turns in which direction?**
- A. Counter clockwise**
  - B. Clockwise**
  - C. Vertical**
  - D. Horizontal**
- 7. For maintaining a heading of 250 degrees, which flight attitude is correct?**
- A. Nose down 30 degrees; 15 degrees left bank**
  - B. Nose up slightly; 80 degrees left bank**
  - C. Nose up slightly; 30 degrees right bank**
  - D. No climb, no dive; heading 135 degrees**
- 8. What environmental condition can adversely affect a helicopter's performance?**
- A. High density altitude**
  - B. Low humidity levels**
  - C. Heavy rainfall**
  - D. Strong crosswinds**
- 9. What is the maneuver called where a rotary-wing aircraft hovers over a ground reference point?**
- A. Taxiing**
  - B. Hovering**
  - C. Banking**
  - D. Landing**
- 10. What is created by the motion of an airfoil through the air?**
- A. Downwash**
  - B. Induced drag**
  - C. Relative wind**
  - D. Ground effect**

## Answers

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

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## **Explanations**

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**1. What does pulling back on the cyclic stick do to the helicopter's performance?**

- A. Decreases speed while increasing altitude**
- B. Increases speed while decreasing altitude**
- C. Maintains current speed and altitude**
- D. Decreases both speed and altitude**

Pulling back on the cyclic stick in a helicopter causes the rotor blades to change pitch, increasing lift and allowing the helicopter to ascend. This maneuver generally results in a decrease in forward speed as the aircraft begins to climb. This relationship between lift and forward speed is fundamental in helicopter flight dynamics, as increasing lift typically requires some sacrifice in speed. When the cyclic is pulled back, it essentially tilts the rotor disk. The change in rotor blade angle leads to more efficient lift generation, enabling the helicopter to rise in altitude. However, because the aircraft is tilting backwards to gain lift, the helicopter tends to lose some of its forward momentum or speed. Thus, the action of pulling back on the cyclic effectively results in a performance characteristic that decreases speed while increasing altitude, which is consistent with the dynamics of helicopter flight.

**2. What is the primary consequence of flying in high density altitude conditions?**

- A. Reduced fuel efficiency**
- B. Increased helicopter performance**
- C. Less lift generation**
- D. Quicker ascent**

Flying in high density altitude conditions primarily leads to less lift generation. In high density altitude environments, the air is thinner, which means there are fewer air molecules present. Since lift is generated by the differential pressure created over the wings or rotor blades, when the air density decreases, the amount of lift produced also decreases for a given angle of attack and airspeed. This phenomenon affects aircraft performance significantly, as the engines may also produce less power due to the reduced density of the air available for combustion. Consequently, pilots may find that their aircraft requires longer takeoff distances, has reduced climb rates, and is generally less responsive to control inputs. Understanding this concept is crucial for pilots operating in mountainous terrain or at high altitudes, as it directly impacts flight safety and performance calculations.

**3. What is the correct configuration for a straight and level flight at heading 135 degrees?**

- A. Nose down 30 degrees; 15 degrees left bank**
- B. No climb, no dive; heading 135 degrees**
- C. Straight and level; heading 135 degrees**
- D. Nose up slightly; heading 250 degrees**

For a straight and level flight at a heading of 135 degrees, the configuration must maintain steady altitude and direction without any pitch change or banking. This means that the aircraft is neither climbing nor descending and is also not turning. Maintaining straight and level flight at a specific heading, in this case, 135 degrees, requires that the aircraft remains in a consistent path without deviation in altitude or course. This option correctly reflects the fundamental principles of straight and level flight. When an aircraft is in this state, its attitude and rotational position must be stable, meaning the nose is not pitched up or down and the wings are level relative to the horizon. It's crucial in aviation to ensure that the flight path remains unaltered to safely reach the destination. The other options either describe conditions that indicate a climb or descent, a turn, or an incorrect heading, which violate the definition of straight and level flight necessary for a precise operation at the specified heading of 135 degrees.

**4. What is the term for the lift differential between the advancing and retreating main rotor blades?**

- A. Center of lift**
- B. Dissymmetry of lift**
- C. Aerodynamic imbalance**
- D. Lift vectoring**

The term that describes the lift differential between the advancing and retreating main rotor blades is known as dissymmetry of lift. This phenomenon occurs in rotary-wing aircraft and is a critical concept in helicopter aerodynamics. When the rotor blades rotate, the blade that is moving forward (the advancing blade) experiences an increase in relative wind speed, generating more lift. In contrast, the blade that is moving backward (the retreating blade) experiences a decrease in relative wind speed and thus produces less lift. This difference in lift between the two blades can lead to a tendency for the helicopter to roll towards the side with lower lift. Understanding dissymmetry of lift is essential for pilots and technicians because it influences the design and control of rotor systems and impacts flight safety. Proper management of this lift differential allows for smoother flight operations and contributes to the overall stability and maneuverability of the helicopter.

**5. What color lights are used for a landing pad?**

- A. Red and blue
- B. Green, yellow, and white**
- C. Blue and white
- D. Green and red

The choice of green, yellow, and white lights for a landing pad is significant due to their visibility and the conventions used in aviation safety. Green lights are often used to indicate the landing zone and can be easily spotted from the air, providing guidance to pilots. Yellow lights can serve as cautionary signals, alerting pilots to potential hazards or the need for caution upon approach or landing. White lights are typically used to illuminate the landing area more generally, ensuring that the pad is visible in various environmental conditions. The combination of these colors helps create a comprehensive visual indication of the landing site, which is crucial for ensuring the safety of air medical services and other aviation operations. By using this specific arrangement of colors, the landing pad can effectively convey important information to pilots, enhancing safety and efficiency in emergency situations.

**6. 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.

**7. For maintaining a heading of 250 degrees, which flight attitude is correct?**

- A. Nose down 30 degrees; 15 degrees left bank**
- B. Nose up slightly; 80 degrees left bank**
- C. Nose up slightly; 30 degrees right bank**
- D. No climb, no dive; heading 135 degrees**

To maintain a heading of 250 degrees, the correct flight attitude involves a slight nose-up position and a right bank of 30 degrees. This configuration helps in redirecting the aircraft's trajectory appropriately towards the desired heading. In aviation, the heading refers to the direction in which the aircraft's nose is pointed, measured in degrees from true north. When a pilot wants to change the heading to a specific direction, they may need to bank the aircraft in the necessary direction while managing the pitch (nose up or down) to maintain altitude. A slight nose-up attitude indicates that the aircraft is not climbing steeply, but is instead in a level flight condition, which is necessary for maintaining altitude. Additionally, a right bank of 30 degrees will turn the aircraft toward the heading of 250 degrees as turning left from the current heading would move the aircraft away from the desired direction. This approach balances maintaining altitude while adjusting the heading correctly, ensuring that the maneuver is executed efficiently and safely.

**8. What environmental condition can adversely affect a helicopter's performance?**

- A. High density altitude**
- B. Low humidity levels**
- C. Heavy rainfall**
- D. Strong crosswinds**

High density altitude is a significant environmental condition that can adversely affect a helicopter's performance. At high density altitudes, the air is less dense, which can lead to a decrease in engine performance, reduced rotor efficiency, and diminished lift capabilities. Helicopters rely on the air density to generate lift, and when the air is less dense, it becomes more challenging for the rotor blades to push against the air effectively. As a result, this can lead to longer takeoff distances, reduced climb rates, and operational limitations, making it critical for pilots to consider high density altitude when planning flights, especially in mountainous regions or hot weather. While other environmental factors such as low humidity, heavy rainfall, and strong crosswinds can impact flight operations, their effects are generally less pronounced compared to the significant challenges posed by high density altitude. For instance, while strong crosswinds can influence directional control, they do not fundamentally alter the lift and power dynamics of the helicopter in the same way that high density altitude does.

**9. What is the maneuver called where a rotary-wing aircraft hovers over a ground reference point?**

- A. Taxiing
- B. Hovering**
- C. Banking
- D. Landing

The maneuver where a rotary-wing aircraft maintains a stationary position in the air over a designated ground reference point is referred to as hovering. In this state, the aircraft is effectively suspending itself above the ground without any forward or lateral movement, which is different from taxiing, banking, or landing. Hovering requires precise control of the aircraft's rotor speed and thrust to counteract gravitational forces, allowing the pilot to keep the aircraft stable over a fixed point. This maneuver is especially important in various operational scenarios, such as for conducting surveillance, rescue operations, or when preparing for landing in confined areas. Understanding the nuances of hovering is vital for both pilots and those studying aviation principles, as it demonstrates the unique flight capabilities of rotary-wing aircraft compared to fixed-wing aircraft.

**10. What is created by the motion of an airfoil through the air?**

- A. Downwash
- B. Induced drag
- C. Relative wind**
- D. Ground effect

The correct answer is relative wind. Relative wind is the direction of the airflow relative to a moving airfoil, such as a wing. When an airfoil moves through the air, it essentially disrupts the air around it, creating a flow that is directed opposite to the direction of the airfoil's motion. This phenomenon is crucial in the study of aerodynamics, as it affects how lift is generated and plays a significant role in the overall performance of an aircraft. Understanding relative wind is fundamental for pilots and engineers, as it influences many aerodynamic characteristics including lift, drag, and stability. The concept also helps explain how control surfaces, like ailerons and rudders, interact with the airflow to produce desired changes in flight behavior.

## 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](mailto: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!**

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