AIRCRAFT MISHAP INVESTIGATION COURSE (AMIC) 26-F 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.

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

1. Class C mishap criteria include monetary damage in which range?

A. $60,000 to less than $600,000

B. $600,000 to $2,500,000

C. Less than $25,000

D. $2,500,000 or more

2. What is post-accident maintenance discipline, and why is it critical to the investigation?

A. A culture and practice to examine and repair the aircraft properly; lapses can reveal contributing factors.

B. A rule set for airline promotions.

C. A checklist for cleaning the hangar.

D. A standard for flight crew rest requirements.

3. What are the key elements investigators seek to establish in the chain of events?

A. The weather conditions at the time of mishap.

B. The sequence of events from initial initiation to the mishap, including contributing and causal factors that link actions, conditions, and outcomes.

C. The pilot's training history.

D. The legal ownership of the aircraft.

4. Which best describes the benefit of learning from past mishaps in AMIC 26-F?

A. It helps identify trends, reduces recurrence risk, and informs proactive safety measures.

B. It increases complexity of the investigation.

C. It delays corrective actions.

D. It has no benefit.

5. In material failure analysis, which factor is NOT typically considered?

A. Weather or environmental factors

B. Design

C. Manufacturing

D. Installation

6. After the conclusion of an investigation, how many days do you have to brief the Convening Authority (CA)?

A. 10 Days

B. 15 Days

C. 20 Days

D. 25 Days

7. Which sources are commonly used to reconstruct the flight path?

A. Weather forecasts

B. ATC transcripts, CVR, FDR data, radar tracks, and airworthiness documents.

C. Passenger manifests

D. Marketing materials

8. Which of the following is NOT an indicator that a light bulb was on at impact?

A. Shattering or fracturing

B. Stretching of filament

C. Possible globe discoloration

D. Balling or necking on broken ends

9. Which of the following is NOT a Class A mishap criterion?

A. Fatality or permanent total disability

B. Destroyed aircraft, spacecraft, or missile

C. Reportable damage of $2,500,000 or more

D. Inpatient hospitalization of three or more personnel

10. How should case studies be used within AMIC 26-F training?

A. As entertainment.

B. As structured learning tools to illustrate causal relationships, decision points, and corrective actions.

C. As the sole source of facts.

D. As legal templates.

Answers

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

Explanations

1. Class C mishap criteria include monetary damage in which range?

A. $60,000 to less than $600,000

B. $600,000 to $2,500,000

C. Less than $25,000

D. $2,500,000 or more

Classifying mishaps by how much damage occurred determines how deeply an investigation proceeds. Class C sits in the middle: the damage is more than minor incidents but not so extensive that it moves into the higher classifications. That middle range captures incidents with noticeable property damage that warrant a formal review, but not the most severe cases that trigger the top-level investigations. So the correct choice is the one that describes a moderate-to-significant level of damage—not the smallest, and not the largest.

2. What is post-accident maintenance discipline, and why is it critical to the investigation?

A. A culture and practice to examine and repair the aircraft properly; lapses can reveal contributing factors.

B. A rule set for airline promotions.

C. A checklist for cleaning the hangar.

D. A standard for flight crew rest requirements.

Post-accident maintenance discipline is the culture and careful process by which maintenance personnel preserve, inspect, and repair an aircraft after an incident in a way that protects evidence and supports an objective investigation. It means securing the wreckage and components, preventing any unauthorized or premature repairs, and documenting every action, observation, and decision so the original condition is preserved for analysis. This discipline is critical because investigators depend on accurate physical evidence and maintenance history to identify contributing factors. If parts are mishandled, replaced without proper documentation, or altered before the investigation, it can obscure latent failures, maintenance errors, or systemic issues. Preserving the exact state of components, taking proper measurements, tagging and tracing parts, and maintaining a clear chain of custody all help ensure conclusions about what happened are based on facts rather than guesswork or later repairs. In short, disciplined post-accident maintenance safeguards the integrity of the investigation and supports finding real root causes.

3. What are the key elements investigators seek to establish in the chain of events?

A. The weather conditions at the time of mishap.

B. The sequence of events from initial initiation to the mishap, including contributing and causal factors that link actions, conditions, and outcomes.

C. The pilot's training history.

D. The legal ownership of the aircraft.

In this field, investigators try to reconstruct what happened step by step, starting from the initial event that set things in motion and tracing the sequence all the way to the mishap. They focus on identifying the contributing and causal factors that connect actions, conditions, and outcomes, so they can see how a specific sequence led to the final result. This chain-of-events view matters because it reveals how small decisions or conditions cascade into an accident, rather than merely listing isolated facts. Weather conditions may influence the outcome, but they are one piece of the overall sequence, not the entire explanation. Similarly, a pilot's training history or who owns the aircraft can be relevant in other contexts, but they don't by themselves explain how the events unfolded. Therefore, describing the full sequence from initiation through to the mishap and identifying the linking factors is the most comprehensive way to understand what happened.

4. Which best describes the benefit of learning from past mishaps in AMIC 26-F?

A. It helps identify trends, reduces recurrence risk, and informs proactive safety measures.

B. It increases complexity of the investigation.

C. It delays corrective actions.

D. It has no benefit.

Learning from past mishaps drives safety improvements by turning incidents into actionable lessons. In AMIC 26-F, investigations collect data on causes, contributing factors, and context, which helps reveal patterns or trends across incidents. Recognizing these trends lets you address systemic weaknesses—such as training gaps, procedural issues, equipment design flaws, or regulatory gaps—before another mishap occurs. That's how risk is reduced: by implementing proactive safety measures like updated procedures, enhanced training, revised checklists, or engineering changes based on what's been learned. The other options would imply the process adds complexity, slows action, or offers no benefit, which conflicts with the purpose of learning from mishaps. So the best description is that it helps identify trends, reduces recurrence risk, and informs proactive safety measures.

5. In material failure analysis, which factor is NOT typically considered?

A. Weather or environmental factors

B. Design

C. Manufacturing

D. Installation

In material failure analysis, you focus on factors tied to how the part was designed, manufactured, and installed, because those are the controllable elements that determine whether the component can withstand its service demands. Design decisions establish the intended strength and tolerances; manufacturing quality ensures the part matches those specifications and free of defects; installation conditions verify the part was fitted and commissioned correctly. Weather or environmental factors, while they can influence performance once in service (for example, through corrosion or temperature effects), are external conditions rather than the part's inherent pedigree. They aren't typically treated as a primary cause in the failure-analysis framework unless there is clear evidence of environmental damage contributing to the failure. So the weather or environmental factors are not typically the focus of the core failure analysis.

6. After the conclusion of an investigation, how many days do you have to brief the Convening Authority (CA)?

A. 10 Days

B. 15 Days

C. 20 Days

D. 25 Days

The key idea here is the need for a timely, formal handoff of the investigation conclusions to the person who will decide the next steps. After the investigation is finished, the final briefing to the Convening Authority is due within a set window to ensure the CA has the necessary facts, analysis, and recommended actions while the details are still fresh. Fifteen days is the standard interval. This provides enough time to compile the final report, organize the evidence and findings, and prepare a concise briefing that clearly communicates what happened, what was concluded, and what actions are recommended. It balances thoroughness with timely decision-making, so the CA can review, direct dispositions, and authorize follow-on corrective actions without undue delay. Ten days tends to be too tight for a complete, credible briefing. Twenty-five days can slow the process and push decisions out longer than necessary. The fifteen-day window keeps the investigation accountable and moving smoothly toward resolution, while ensuring quality in the briefing presentation.

7. Which sources are commonly used to reconstruct the flight path?

A. Weather forecasts

B. ATC transcripts, CVR, FDR data, radar tracks, and airworthiness documents.

C. Passenger manifests

D. Marketing materials

Reconstructing the flight path relies on objective, time-stamped data that records where the aircraft was and what actions were taken, providing a precise timeline of the journey. ATC transcripts give exact routing instructions, clearances, and handoffs with time references, which helps place the aircraft within airspace at specific moments and verify the intended vs. actual route and altitudes. The cockpit voice recorder and flight data recorder together supply both the crew's actions and the aircraft's performance. The CVR captures crew communications and potential acknowledgments of procedures, while the FDR records numerical flight parameters such as altitude, airspeed, heading, vertical speed, and engine data. This combination reveals what happened in real time and how the aircraft responded. Radar tracks visually confirm the aircraft's position, speed, and altitude over time, providing a concrete trajectory that can be cross-checked against other sources for consistency and to fill gaps. Airworthiness documents provide essential background about the aircraft's configuration, weight and balance, and maintenance status, which influence how the aircraft would perform along a given path and help explain any deviations or performance limits observed in the data. Weather forecasts or conditions, while relevant to understanding decisions and constraints, do not themselves record the actual flight path. Passenger manifests and marketing materials do not contain the technical data needed to reconstruct the trajectory.

8. Which of the following is NOT an indicator that a light bulb was on at impact?

A. Shattering or fracturing

B. Stretching of filament

C. Possible globe discoloration

D. Balling or necking on broken ends

When a bulb is energized, heat signs appear as the filament and glass show evidence of high temperature. The filament can stretch as it softens when hot, the globe can discolor from scorching, and the filament ends may ball up or neck as they heat and fail. These heat-related changes point to the bulb having been on at impact because they require the filament to be hot when the crash occurs. Shattering or fracturing, on the other hand, is primarily a mechanical outcome of the impact itself. Glass can break from a crash regardless of whether the bulb was powered, so this sign does not reliably indicate the bulb was on at the moment of impact.

9. Which of the following is NOT a Class A mishap criterion?

A. Fatality or permanent total disability

B. Destroyed aircraft, spacecraft, or missile

C. Reportable damage of $2,500,000 or more

D. Inpatient hospitalization of three or more personnel

Class A mishap criteria are the most severe events that trigger immediate, high-priority investigation and reporting. They typically include a fatality or permanent total disability, the destruction of an aircraft, spacecraft, or missile, or property damage that meets or exceeds a specified monetary threshold. In this context, using inpatient hospitalization of three or more personnel as a criterion does not fit those top-tier triggers. Inpatient injuries are serious and do prompt formal investigation, but they are not bundled into Class A under this set of criteria. The other items describe events that clearly meet the most severe thresholds: death or permanent disability, or the total destruction of a key asset, or property damage large enough to surpass the monetary limit.

10. How should case studies be used within AMIC 26-F training?

A. As entertainment.

B. As structured learning tools to illustrate causal relationships, decision points, and corrective actions.

C. As the sole source of facts.

D. As legal templates.

Case studies in AMIC 26-F training should be used as structured learning tools that illuminate causal relationships, decision points, and corrective actions. They place learners in investigative scenarios that show how different factors interact to produce outcomes, helping you see how evidence leads to hypotheses and how choices at various stages influence the investigation's direction. By examining what happened, why it happened, and what was done to prevent recurrence, you develop the ability to apply investigative procedures and safety recommendations in real situations. This approach also supports critical thinking, timeline reconstruction, and the identification of contributing factors and actionable improvements. They aren't meant for entertainment, nor should they be treated as the sole source of facts. They also aren't legal templates; using them as such could misrepresent the authority, limits, and processes of actual investigations.

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://amic26f.examzify.com

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