AMF Checkride Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Table of Contents

Copyright **1**

Table of Contents **2**

Introduction **3**

How to Use This Guide **4**

Questions **5**

Answers **9**

Explanations **11**

Next Steps **17**

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. **What is the minimum flight time requirement for the AMF Checkride?**

   A. 150 total flight hours, including 25 hours of cross-country time

   B. 350 total flight hours, including 100 hours of cross-country time

   C. 250 total flight hours, including 50 hours of cross-country time

   D. 200 total flight hours, including 30 hours of cross-country time

2. **In the context of the AMF Checkride, what is engine-out landing?**

   A. A procedure for landing with full engine power

   B. A procedure for landing the aircraft safely with one engine inoperative

   C. A method to assess fuel efficiency

   D. An emergency procedure for forced landings

3. **What does it mean if equipment is located at "Fuselage Station 120.0"?**

   A. The equipment is 120.0 feet forward of the main gear.

   B. The equipment is located 120.0 inches aft of the Reference Datum.

   C. The equipment is found at the center of the fuselage.

   D. The equipment is above the fuselage at that station.

4. **What is a characteristic of the legs in a left-hand race track pattern for anchor points?**

   A. Should be no less than 10 NM apart

   B. Should be a minimum leg length of 50 NM

   C. Can be oriented in any direction

   D. Only one leg can be longer than the others

5. What is the maximum distance a receiver should maintain behind the tanker in the precontact position?

A. 25 feet

B. 50 feet

C. 75 feet

D. 100 feet

6. Should autopilot be used during an approach in windshear conditions?

A. Yes, it should not be used under any circumstances.

B. Yes, to provide time to monitor and recognize deviations.

C. No, it is too risky to rely on autopilot.

D. Only during takeoff, not during approach.

7. How should a wingman react if they lose sight of the lead while wings level?

A. Turn 90 degrees away for 10 seconds

B. Turn 45 degrees away for 10 seconds

C. Maintain a straight course indefinitely

D. Emergency descend to 500 feet AGL

8. In the context of the AMF Checkride, what is crucial for maintaining control after an engine failure?

A. Altering the flight plan

B. Following proper engine-out procedures

C. Increasing altitude immediately

D. Reducing speed drastically

9. In what conditions might a go-around be necessary?

A. When the aircraft is at cruising altitude

B. When landing conditions are not favorable or safe as the aircraft approaches the runway

C. When all checklist items are completed

D. When the pilot feels they need more practice

10. How many channels separate corresponding A/A TACANs?

A. 32

B. 63

C. 128

D. 256

Answers

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

Explanations

1. What is the minimum flight time requirement for the AMF Checkride?

A. 150 total flight hours, including 25 hours of cross-country time

B. 350 total flight hours, including 100 hours of cross-country time

C. 250 total flight hours, including 50 hours of cross-country time

D. 200 total flight hours, including 30 hours of cross-country time

The minimum flight time requirement for the AMF Checkride is indeed set at 250 total flight hours, which must include at least 50 hours of cross-country flying. This standard is established to ensure that candidates have a comprehensive level of experience before undertaking the checkride. Having a minimum of 250 hours allows pilots to accumulate a well-rounded set of flying experiences, while the requirement for cross-country hours ensures that they have navigational competence and experience operating in a variety of airspace and conditions away from their home base. This combination helps ensure that pilots have not only logged enough flight time but that they have also effectively developed essential skills such as flight planning, navigation, and decision-making under different circumstances. This structure prioritizes safety and skills, which are critical as pilots advance toward advanced flight operations that the checkride encompasses.

2. In the context of the AMF Checkride, what is engine-out landing?

A. A procedure for landing with full engine power

B. A procedure for landing the aircraft safely with one engine inoperative

C. A method to assess fuel efficiency

D. An emergency procedure for forced landings

In the context of the AMF Checkride, the term "engine-out landing" refers specifically to the procedure for landing the aircraft safely with one engine inoperative. This situation typically arises in multi-engine aircraft where the pilot must demonstrate proficiency in handling the aircraft under conditions of reduced power. Understanding this procedure is crucial for pilots, especially as it involves managing the aircraft's performance characteristics when one engine fails. During an engine-out landing, the pilot must maintain control and ensure the aircraft remains stable, taking into consideration factors such as the loss of thrust, potential yaw tendencies, and the need to adjust the glide path accordingly. Proper technique and knowledge of the aircraft's handling in such scenarios are vital for ensuring a safe landing. While other options touch on relating aspects of flight, they do not accurately describe the specific focus of an engine-out landing. Hence, the choice regarding the procedure for landing with one engine inoperative aligns perfectly with the definition and context needed for pilots to prepare effectively for potential in-flight emergencies.

3. What does it mean if equipment is located at "Fuselage Station 120.0"?

A. The equipment is 120.0 feet forward of the main gear.

B. The equipment is located 120.0 inches aft of the Reference Datum.

C. The equipment is found at the center of the fuselage.

D. The equipment is above the fuselage at that station.

The designation "Fuselage Station 120.0" refers to a specific location along the length of the aircraft's fuselage relative to a Reference Datum, which is an established reference point used in aircraft design and maintenance. When equipment is located at "Fuselage Station 120.0," it indicates that the equipment is situated 120.0 inches aft of the Reference Datum. The understanding of this system is critical for precise aircraft design and maintenance, as it helps to ensure that components are correctly positioned for balance, weight distribution, and structural integrity. The other options provide incorrect interpretations of what a fuselage station indicates. For instance, stating that the equipment is 120.0 feet forward of the main gear does not align with the established convention of measuring from the Reference Datum. Saying that the equipment is found at the center of the fuselage misidentifies the precise location that the fuselage station number indicates, which is not necessarily the midpoint unless specified. Lastly, stating that the equipment is above the fuselage doesn't accurately reflect the meaning of fuselage station designations, which are primarily concerned with horizontal positioning along the aircraft's body.

4. What is a characteristic of the legs in a left-hand race track pattern for anchor points?

A. Should be no less than 10 NM apart

B. Should be a minimum leg length of 50 NM

C. Can be oriented in any direction

D. Only one leg can be longer than the others

The characteristic of the legs in a left-hand race track pattern for anchor points is essentially defined by a minimum leg length of 50 NM. This standard length ensures that aircraft can maintain safe separation from other aircraft and obstacles as they follow the defined pattern. It provides ample room for maneuvering and maintaining a safe distance, especially considering factors such as airspeed and potential wind effects during flight. In race track patterns, having uniform leg lengths enhances predictability for pilots and ground control, which is crucial for ensuring safety in busy airspaces. Thus, a minimum leg length of 50 NM establishes a clear guideline for pilots to follow when navigating these patterns. The other options suggest varying standards that do not align with the typical regulations and safety practices associated with race track patterns. The focus on a minimum leg length specifically ensures that spacing is adequate to prevent congestion and errors during flying operations.

5. What is the maximum distance a receiver should maintain behind the tanker in the precontact position?

A. 25 feet

B. 50 feet

C. 75 feet

D. 100 feet

In aerial refueling, maintaining the correct distance behind the tanker in the precontact position is crucial for safety and efficiency. The maximum distance a receiver should be behind the tanker is set at 50 feet. This distance allows the receiver to have an optimal visual and operational connection with the tanker, minimizing the risk of losing sight of the boom and enhancing the likelihood of a successful fuel transfer. Being too far behind might lead to loss of situational awareness and make it difficult for the receiver to judge their position relative to the tanker. Additionally, this distance allows for effective maneuvering and adjustment while the receiver is preparing for contact with the refueling boom. In contrast, closer distances diminish reaction time and can pose collision risks. Thus, adhering to the 50-foot guideline is critical for ensuring a safe and effective refueling operation.

6. Should autopilot be used during an approach in windshear conditions?

A. Yes, it should not be used under any circumstances.

B. Yes, to provide time to monitor and recognize deviations.

C. No, it is too risky to rely on autopilot.

D. Only during takeoff, not during approach.

Using autopilot during an approach in windshear conditions can be beneficial as it provides the pilot with the ability to monitor the aircraft's performance and recognize deviations more effectively. When windshear is present, the autopilot can help manage the aircraft's response to sudden changes in airspeed and attitude, which could otherwise overwhelm the pilot's ability to respond quickly. The autopilot can maintain a steady attitude and power setting, allowing the pilot to concentrate on monitoring instruments and the environment for signs of shear while making informed decisions about control inputs. Furthermore, the autopilot can aid in stabilizing the aircraft during times of turbulence or unexpected wind shifts, which are common in windshear environments. That said, the pilot should remain prepared to disconnect the autopilot and take manual control if necessary, especially if the situation becomes critical. In this context, using autopilot during approach is a strategic decision aimed at enhancing safety and situational awareness during challenging conditions, thus supporting the rationale for the choice given.

7. How should a wingman react if they lose sight of the lead while wings level?

A. Turn 90 degrees away for 10 seconds

B. Turn 45 degrees away for 10 seconds

C. Maintain a straight course indefinitely

D. Emergency descend to 500 feet AGL

When a wingman loses sight of the lead while flying wings level, it's crucial to ensure safety and regain visual contact. The recommended action of turning 45 degrees away for 10 seconds allows the wingman to create space and possibly clear the line of sight. This maneuver helps to avoid potential collision risks while also providing an opportunity for the wingman to visually reacquire the lead. Turning 45 degrees grants sufficient separation to facilitate a better view of the surrounding area, potentially locating the lead above or below their current flight path, or allowing the lead to regain a position where they can be seen again. It's a measured response that balances the need for safety with the goal of reestablishing visual contact quickly. Maintaining a straight course indefinitely can lead to uncertainty and increases the risk of losing spatial awareness, which could be detrimental if the lead is maneuvering or changing altitude. An emergency descent or a 90-degree turn may not effectively address the immediate need to maintain visual contact and could exacerbate the situation if the lead is still in close proximity but outside of sight. Thus, the 45-degree turn is the most tactical and safe maneuver in this scenario.

8. In the context of the AMF Checkride, what is crucial for maintaining control after an engine failure?

A. Altering the flight plan

B. Following proper engine-out procedures

C. Increasing altitude immediately

D. Reducing speed drastically

Following proper engine-out procedures is essential for maintaining control after an engine failure. These procedures are specifically designed to guide pilots in managing the aircraft safely when faced with a loss of engine power. They typically include steps such as maintaining the appropriate airspeed to ensure lift, choosing a suitable landing area, and executing a controlled descent. Adhering to these procedures allows pilots to respond systematically to the emergency, minimizing the risk of stall or loss of control. Each procedure is crafted based on extensive research and experience, providing pilots with critical actions to take that prioritize safety and effective management of the situation. On the other hand, simply altering the flight plan may not directly address the immediate need for control and could complicate the situation further. Increasing altitude immediately can lead to a stall, especially if the aircraft is not at a safe airspeed. Drastically reducing speed may also disrupt airflow over the wings, further impairing lift and control. Therefore, the correct focus in the event of an engine failure is on following established engine-out procedures to maintain safe operation of the aircraft.

9. In what conditions might a go-around be necessary?

A. When the aircraft is at cruising altitude

B. When landing conditions are not favorable or safe as the aircraft approaches the runway

C. When all checklist items are completed

D. When the pilot feels they need more practice

A go-around is a crucial maneuver that pilots may need to perform when landing conditions are not favorable or safe as the aircraft approaches the runway. This could occur due to a variety of factors, such as poor visibility, an unstable approach, or obstructions on the runway. By executing a go-around, the pilot prioritizes safety and gives themselves another opportunity to make a safe landing under more favorable conditions. This decision reflects sound judgement and adherence to safety protocols in aviation. The other conditions listed do not necessitate a go-around. For instance, reaching cruising altitude is unrelated to landing procedures and does not imply any need for a go-around. Similarly, completing all checklist items signifies that the aircraft is prepared for the next phase, but it does not inherently relate to the landing conditions. Lastly, a pilot feeling they need more practice is a subjective assessment that should not influence the decision to execute a go-around; instead, ensuring safety during landing is what drives the necessity for such an action.

10. How many channels separate corresponding A/A TACANs?

A. 32

B. 63

C. 128

D. 256

The correct answer is based on the technical specifications of the Tactical Air Navigation (TACAN) system used by military aircraft. In the context of A/A (Air-to-Air) TACAN systems, there are indeed 63 channels that are used to separate corresponding TACAN signals. This channel separation is crucial for ensuring that multiple aircraft operating in the same airspace can effectively and accurately navigate using their TACAN systems without interference. Understanding the number of channels is linked to the operational effectiveness of A/A TACAN operations, where multiple aircraft can communicate and navigate simultaneously, enhancing situational awareness. Each channel allows a different aircraft or network of aircraft to maintain clear and distinct navigational signals, which is vital during missions that require precise coordination among many units in the air. This specific number of channels contributes to the overall capability and reliability of the TACAN system in military aviation, maximizing the utility of the technology while minimizing the chances of cross-talk or signal interference among the various users. Other numbers in the choices reflect different technical capabilities or systems, but for A/A TACAN specifically, 63 channels is the standard established for operational use.

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://amfcheckride.examzify.com

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