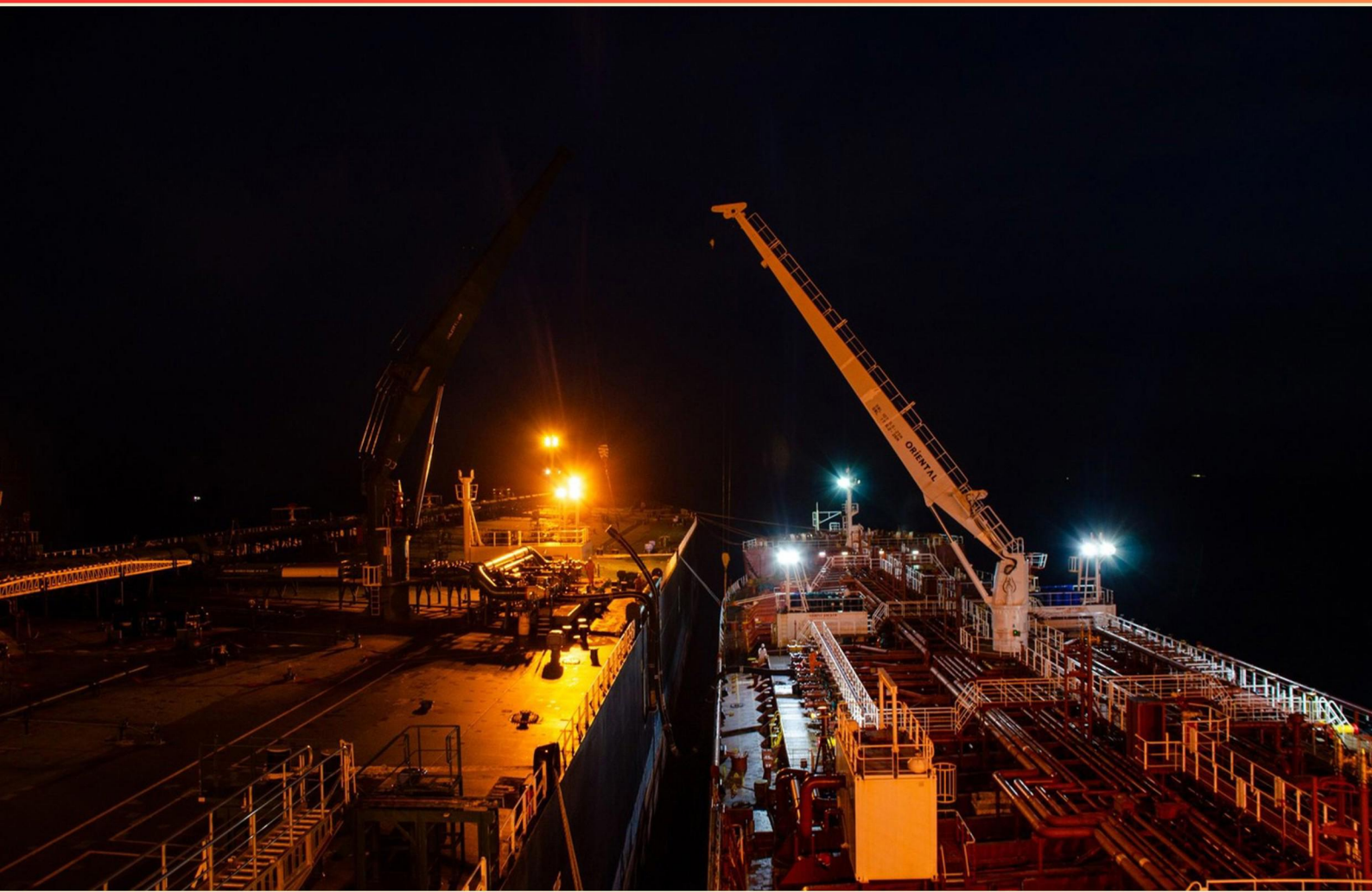


AVIATION BOATSWAIN'S MATE – HANDLING (ABH) TEST 5 PRACTICE (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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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. How many pounds can the A/S 32A-49 pull forward?**
 - A. 7,000
 - B. 11,900
 - C. 17,690
 - D. 22,000

- 2. Match the following designations to their systems: X13J, X16J, X50J correspond to which respectively?**
 - A. Aircraft Crane Control; Aircraft Elevator Circuit to Pump Room; Fog foam circuit
 - B. Fog foam circuit; Aircraft Crane Control; Aircraft Elevator Circuit to Pump Room
 - C. Aircraft Crane Control; Aircraft Elevator Circuit to Pump Room; Fog foam circuit
 - D. Aircraft Elevator Circuit to Pump Room; Fog foam circuit; Aircraft Crane Control

- 3. After movement of an aircraft on deck, what should be documented?**
 - A. Movement times, crew involved, any issues, and chock/strap status.
 - B. Time of day and personnel payroll.
 - C. Weather conditions and fuel levels only.
 - D. Aircraft color and model name.

- 4. How many elevators does an aircraft have?**
 - A. 1
 - B. 2
 - C. 3
 - D. 4

- 5. The AFFF station marking uses which color and lettering size description?**
 - A. Green in Color / 3-Inch White Letters / 18-Inches Wide
 - B. Blue in Color / 3-Inch White Letters / 18-Inches Wide
 - C. Green in Color / 2-Inch White Letters / 12-Inches Wide
 - D. Red in Color / 4-Inch White Letters / 20-Inches Wide

- 6. Which type of foam supplies AFFF to the hose reel stations?**
- A. Medium Capacity Foam
 - B. High Capacity Foam
 - C. Quick-Dissolve Foam
 - D. Water
- 7. Which of the following is a direct statement from the material?**
- A. LHD has a Well Deck
 - B. LHA has a Well Deck
 - C. LHD has nine helicopter spots
 - D. LHA has no helicopter spots
- 8. Which device holds specific components in place on an aircraft during maintenance or operations?**
- A. Restraints hold specific components in place.
 - B. Tie-downs hold specific components in place.
 - C. Grounding straps hold specific components in place.
 - D. Bonding cables hold specific components in place.
- 9. What is the stated number of helicopter spots for the LHA?**
- A. Five
 - B. Nine
 - C. Eleven
 - D. Thirteen
- 10. What action should be taken when you hear a sharp blast whistle?**
- A. Proceed with work
 - B. Ignore the whistle
 - C. Call for supervisor
 - D. Throw Chocks / Stop All Movement

Answers

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

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Explanations

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1. How many pounds can the A/S 32A-49 pull forward?

- A. 7,000
- B. 11,900
- C. 17,690**
- D. 22,000

The amount you can safely pull forward with the A/S 32A-49 is determined by its rated forward-pull capacity. This tow bar is designed to transmit up to 17,690 pounds of forward force during aircraft towing. Staying at or below this limit protects the tow bar, the towing tractor, and the aircraft structure from overstress while maintaining safe handling. Why the other numbers don't fit: they represent forces lower than the bar's rated capacity (7,000 and 11,900 pounds) or exceed it (22,000 pounds), which would either underutilize the equipment or risk damage and failure. So, the maximum forward pull for the A/S 32A-49 is 17,690 pounds.

2. Match the following designations to their systems: X13J, X16J, X50J correspond to which respectively?

- A. Aircraft Crane Control; Aircraft Elevator Circuit to Pump Room; Fog foam circuit
- B. Fog foam circuit; Aircraft Crane Control; Aircraft Elevator Circuit to Pump Room
- C. Aircraft Crane Control; Aircraft Elevator Circuit to Pump Room; Fog foam circuit**
- D. Aircraft Elevator Circuit to Pump Room; Fog foam circuit; Aircraft Crane Control

Understanding these designations is about matching the specific X-number tags to their assigned shipboard systems. In the ABH context, X13J, X16J, and X50J are fixed tags that correspond to particular equipment circuits. The correct mapping is that X13J goes to Aircraft Crane Control, X16J to the Aircraft Elevator Circuit to Pump Room, and X50J to the Fog foam circuit. This sequence aligns with the standard designation tables used in the material, so choosing the option that lists those three systems in that exact order is correct. If you see the fog foam circuit assigned to a different tag or the crane or elevator circuits paired with other tags, that would not match the established designations.

3. After movement of an aircraft on deck, what should be documented?

- A. Movement times, crew involved, any issues, and chock/strap status.**
- B. Time of day and personnel payroll.
- C. Weather conditions and fuel levels only.
- D. Aircraft color and model name.

After movement of an aircraft on the deck, you need a complete record that shows what happened and how the aircraft is secured. Document the movement times to show exactly when the maneuver occurred, who was involved so accountability is clear, any issues or deviations encountered during the move so they can be reviewed or fixed, and the chock/strap status to confirm the aircraft is properly secured for safety and future operations. This creates a traceable, actionable log for safety, investigations, and coordination. Other details like payroll, weather and fuel levels, or the aircraft's color and model name don't provide the necessary safety and status information about the movement and securing of the aircraft.

4. How many elevators does an aircraft have?

- A. 1
- B. 2**
- C. 3
- D. 4

Elevators are the pitch-control surfaces on the tail, mounted on the horizontal stabilizer. In most aircraft, the horizontal stabilizer carries two movable elevator surfaces—one on each side—that move together to push the nose up or down. This two-surface arrangement provides balanced control and redundancy, making two the standard count for elevators on a typical aircraft.

5. The AFFF station marking uses which color and lettering size description?

- A. Green in Color / 3-Inch White Letters / 18-Inches Wide**
- B. Blue in Color / 3-Inch White Letters / 18-Inches Wide
- C. Green in Color / 2-Inch White Letters / 12-Inches Wide
- D. Red in Color / 4-Inch White Letters / 20-Inches Wide

In this area, signage for AFFF stations uses a green background with white lettering that is 3 inches tall and the sign is 18 inches wide. The green color identifies the foam system area, and white 3-inch letters provide the legibility needed on deck and in hangar bays from typical viewing distances. The 18-inch width is standard enough to accommodate the text legibly without crowding. Other color choices or different letter sizes/widths would not align with the established Navy signage standards and could reduce readability in stressful, high-traffic conditions.

6. Which type of foam supplies AFFF to the hose reel stations?

- A. Medium Capacity Foam
- B. High Capacity Foam**
- C. Quick-Dissolve Foam
- D. Water

High Capacity Foam is the type designed to feed AFFF to the hose reel stations, because reel lines require a high flow rate to deliver foam quickly and effectively during a fire attack. The capacity labeled foam indicates how much concentrate can be delivered to the system to match the demand of the reels. Medium Capacity would not meet the same demand, Quick-Dissolve reflects a property of the concentrate rather than the supply rate, and water is only the carrier, not the foam itself.

7. Which of the following is a direct statement from the material?

- A. LHD has a Well Deck**
- B. LHA has a Well Deck
- C. LHD has nine helicopter spots
- D. LHA has no helicopter spots

A direct statement from the material is an explicit claim that the text presents as a fact. The sentence that matches the material is that LHD has a Well Deck. This is stated plainly and does not require you to infer or deduce it from other information. The other options either attach a feature to the wrong ship type (LHA) or introduce specifics (nine helicopter spots, no helicopter spots) that aren't presented in the material as direct statements. Since the material explicitly mentions the Well Deck for LHD, that statement is the best choice.

8. Which device holds specific components in place on an aircraft during maintenance or operations?

- A. Restraints hold specific components in place.**
- B. Tie-downs hold specific components in place.
- C. Grounding straps hold specific components in place.
- D. Bonding cables hold specific components in place.

Restraints are the devices designed to physically secure components so they don't move during maintenance or operation. They keep panels, covers, doors, hoses, and other parts from shifting due to vibration, handling, or movement, protecting both the equipment and crew. Tie-downs are meant to secure the aircraft itself to a surface, not individual components on the aircraft. Grounding straps and bonding cables serve electrical safety by preventing static buildup and ensuring a safe path for grounding, not by holding parts in place. So, the device that holds specific components in place is restraints.

9. What is the stated number of helicopter spots for the LHA?

- A. Five
- B. Nine**
- C. Eleven
- D. Thirteen

Understanding how many helicopter spots are available on an LHA is essential for safe and efficient flight deck operations. The number is fixed by the ship's flight deck layout and is used to plan parking, staging, and movements of helicopters during launch and recovery. This capacity determines how many aircraft you can move at once without crowding, ensures enough clearance for rotor blades, and allows the air boss to sequence operations smoothly. The option that matches the ship's documented deck layout—nine spots—best reflects the actual capacity used in training and operations. Other numbers would not align with the ship's physical deck layout and could lead to unsafe operations or wasted capacity.

10. What action should be taken when you hear a sharp blast whistle?

- A. Proceed with work
- B. Ignore the whistle
- C. Call for supervisor
- D. Throw Chocks / Stop All Movement**

A sharp blast whistle is an emergency stop cue on the flight deck. It tells everyone to halt all movement immediately to prevent accidents or injuries. The proper action is to stop all activity, secure the area, and place wheel chocks to prevent aircraft or equipment from moving. After stopping, wait for further instructions from the supervisor or signalman before resuming operations. Proceeding with work or ignoring the signal would create a dangerous situation, and calling for a supervisor, while important in some contexts, does not replace the immediate need to stop movement and secure the area.

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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:

<https://abh5.examzify.com>

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

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