AVIATION BOATSWAIN'S MATE – HANDLING TEST 2 PRACTICE (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. What is the cook-off time for the Walleye?

A. 1:27

B. 1:48

C. 0:34

D. 2:52

2. What is the maximum allowable engine water temperature for A/S 32A-31A?

A. 196°F

B. 200°F

C. 215°F

D. 220°F

3. What is the purpose of the OPNAV 4790/108 form?

A. Document maintenance performed on an aircraft

B. Report GSE misuse and abuse

C. Record pilot training hours

D. Request equipment repairs

4. What type of jewelry is authorized around rotating machinery?

A. Necklaces

B. Bracelets

C. Earrings

D. Rings

5. What is the primary focus of using AFFF during firefighting operations?

A. To cool the fire

B. To smother the flames

C. To protect the crew

D. To absorb toxins

6. In what mode should aircraft elevator stanchions not be operated?

A. Manual

B. Automatic

C. Standby

D. Load

7. How many years must a crash and fire journal be retained at shore installations after completion?

A. 1 year

B. 2 years

C. 3 years

D. 5 years

8. In an emergency, what is the best course of action if a person is exposed to OTTO II?

A. Flush skin with water

B. Cool the area with ice

C. Seek medical attention

D. Apply petroleum jelly

9. What is the dry film thickness (DFT) of the tack coat for Nonskid primer?

A. 1 to 2 mils

B. 1 to 3 mils

C. 2 to 3 mils

D. 2 to 5 mils

10. What is the primary shore-based firefighting extinguisher?

A. 100 lb Wheeled CO2

B. 150 lb Wheeled HALON

C. 200 lb Wheeled Foam

D. 100 lb Portable Water

Answers

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

Explanations

1. What is the cook-off time for the Walleye?

A. 1:27

B. 1:48

C. 0:34

D. 2:52

The cook-off time for the Walleye is 2:52. This timing refers to the duration it takes for the ordnance to reach a critical temperature under specific conditions, leading to the initiation of a detonation. Understanding cook-off times is crucial for handling ordnance safely, particularly in scenarios where heat exposure might occur. For the Walleye, being aware of a cook-off time of 2:52 allows personnel to manage and mitigate risks effectively when working with or around this type of munition. Knowledge of this timing is essential for maintaining safety protocols and ensuring that proper handling procedures are followed to prevent unintended detonations.

2. What is the maximum allowable engine water temperature for A/S 32A-31A?

A. 196°F

B. 200°F

C. 215°F

D. 220°F

The correct answer highlights a critical aspect of equipment operation and maintenance. For the A/S 32A-31A engine, the maximum allowable water temperature is specifically set at 196°F to ensure optimal functioning and safety. Exceeding this temperature can lead to reduced efficiency, increased wear and tear on engine components, and may even result in overheating, which can potentially cause mechanical failures. Maintaining the engine water temperature within specified limits is essential for achieving operational reliability and longevity. It also helps in preventing damage resulting from thermal stress. This temperature threshold is established based on engineering standards and operational experience, emphasizing the importance of monitoring and managing engine temperatures during use.

3. What is the purpose of the OPNAV 4790/108 form?

A. Document maintenance performed on an aircraft

B. Report GSE misuse and abuse

C. Record pilot training hours

D. Request equipment repairs

The purpose of the OPNAV 4790/108 form is to report Ground Support Equipment (GSE) misuse and abuse. This form serves as an essential tool for tracking any instances where GSE has been operated in a manner that deviates from standard operating procedures or where it may have been subject to neglect or improper handling. By documenting such occurrences, the form helps to ensure accountability, promote proper usage, and improve the maintenance processes associated with ground support equipment. It is crucial for the maintenance and safety of operations that any misuse is identified and addressed promptly, allowing for corrective actions to be taken to prevent future incidents.

4. What type of jewelry is authorized around rotating machinery?

A. Necklaces

B. Bracelets

C. Earrings

D. Rings

Earrings are considered the most appropriate type of jewelry to wear around rotating machinery. Their design, which typically involves small studs or minimal protrusion, reduces the risk of entanglement with moving parts. In contrast, other types of jewelry, such as necklaces, bracelets, and rings, pose a higher risk because they can dangle or catch on machinery, leading to serious injuries. When working near rotating equipment, safety protocols emphasize minimizing potential hazards. The limited size and attachment of earrings allow personnel to maintain a safer working environment while still adhering to personal expression guidelines. This is crucial in aviation maintenance and handling contexts where safety is a top priority.

5. What is the primary focus of using AFFF during firefighting operations?

A. To cool the fire

B. To smother the flames

C. To protect the crew

D. To absorb toxins

The primary focus of using Aqueous Film-Forming Foam (AFFF) during firefighting operations is to smother the flames. AFFF works by creating a film that spreads over the surface of the burning material, effectively sealing off the flame from the oxygen in the air. This action reduces the amount of oxygen available for combustion, which is essential in extinguishing the fire. Additionally, AFFF not only helps to smother flames but also provides a cooling effect as it can absorb heat from the fire, which is crucial in preventing re-ignition. By creating a barrier, it interrupts the fire's combustion process, making it a highly effective firefighting agent for flammable liquids and combustible materials. Therefore, while cooling the fire, protecting the crew, and absorbing toxins are important aspects of firefighting, the primary reason AFFF is utilized is its capability to smother flames efficiently.

6. In what mode should aircraft elevator stanchions not be operated?

A. Manual

B. Automatic

C. Standby

D. Load

Aircraft elevator stanchions are crucial for the safe operation of aircraft handling, and understanding the modes in which they should be operated is essential for ensuring safety and efficiency. The automatic mode is generally not used for operating aircraft elevator stanchions due to the need for precise control and situational awareness when raising or lowering these stanchions. In automatic mode, the system would operate without direct human control, which could lead to unsafe conditions, especially in the dynamic environment of an aircraft handling area where quick reactions are often needed to respond to changing situations. Manual mode allows personnel to maintain control over the operation, making immediate adjustments as necessary to adapt to real-time conditions around the aircraft and ensure safety protocols are followed. Standby mode typically serves as a safety measure, allowing operators to take over or prepare for operation. Load mode focuses on the appropriate distribution and management of weight on the stanchions. Thus, operating elevator stanchions in automatic mode could compromise operational safety, making it the appropriate choice as the mode that should not be used.

7. How many years must a crash and fire journal be retained at shore installations after completion?

A. 1 year

B. 2 years

C. 3 years

D. 5 years

The correct answer is based on regulatory guidelines that establish the retention period for crash and fire journals at shore installations. These journals are critical for documenting fire response activities, crash incidents, and drills. Retaining this information for three years ensures that there is adequate time for review, analysis, and potential legal inquiries, as well as providing a comprehensive record for safety audits and operational assessments. Maintaining a three-year retention period allows organizations to track trends, identify areas for improvement in crash and fire response, and ensure compliance with applicable regulations. This duration balances the need for historical documentation with practical considerations for record-keeping and storage management.

8. In an emergency, what is the best course of action if a person is exposed to OTTO II?

A. Flush skin with water

B. Cool the area with ice

C. Seek medical attention

D. Apply petroleum jelly

When a person is exposed to OTTO II, seeking medical attention is critical. OTTO II is a type of propellant used in military munitions, and exposure can lead to serious health risks. Immediate medical intervention can provide the necessary treatment and care for any potential injuries or adverse reactions that may arise from the exposure. While flushing the skin with water may help in some cases, it may not be sufficient for chemical exposures like OTTO II, and there might be specific procedures to follow that medical professionals are trained to implement. Cooling the area with ice is generally not advisable for chemical burns, as it can cause further tissue damage. Applying petroleum jelly is not an appropriate response in cases of chemical exposure and could potentially complicate the situation. Therefore, prioritizing professional medical assistance ensures that the victim receives the most effective care based on the nature of the chemical exposure.

9. What is the dry film thickness (DFT) of the tack coat for Nonskid primer?

A. 1 to 2 mils

B. 1 to 3 mils

C. 2 to 3 mils

D. 2 to 5 mils

The dry film thickness (DFT) of the tack coat for nonskid primer is typically specified to be between 1 to 2 mils. This range ensures that the primer adheres effectively to the substrate and provides a suitable surface for subsequent layers, promoting optimal performance and longevity. A tack coat that is too thick may lead to curing issues and a potential failure of the coatings system, while a coat that is too thin could compromise adhesion and durability. Therefore, the 1 to 2 mils specification strikes the right balance for effective application in aviation settings.

10. What is the primary shore-based firefighting extinguisher?

A. 100 lb Wheeled CO2

B. 150 lb Wheeled HALON

C. 200 lb Wheeled Foam

D. 100 lb Portable Water

The primary shore-based firefighting extinguisher is the 150 lb Wheeled HALON. This choice is correct because HALON is an effective agent for suppressing fires, especially those involving flammable liquids and electrical equipment. It works by interrupting the chemical reaction that fuels the fire, making it highly efficient in confined spaces where other agents might be less effective. The 150 lb size denotes a significant volume of extinguishing agent that allows for prolonged application on fires, which is critical in a shore-based environment where fuel sources can be extensive, such as aviation fuel and maintenance areas. Furthermore, HALON has a low toxicity level compared to some other extinguishing agents, which contributes to safety for personnel and equipment during firefighting operations on shore. Choosing other agents like the wheeled CO2 or foam alternatives might also seem appropriate, but their effectiveness can be limited in particular fire scenarios. CO2, for instance, is most effective for electrical fires and may not be as effective in outdoor environments where the agent can dissipate quickly. Foam is effective for large flammable liquid spills but can have a more complex application compared to the utility of HALON. Portable water is suitable for many fires but not all, particularly those involving electrical equipment or certain chemicals

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://abh2.examzify.com

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