Beechjet 400A Computer Training Systems (CTSys) Practice Test (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

1. **What would the thermal discharge indicator on the aft left fuselage show if one or more fire bottles had been discharged?**

   A. A ruptured indicator disc

   B. A green indicator

   C. No indication

   D. A fault alert

2. **If operation of the vent blower fan is desired prior to starting engines, how long must you wait after turning off the vent blower before opening the cabin door or emergency exit?**

   A. 30 seconds

   B. 45 seconds

   C. 60 seconds

   D. 90 seconds

3. **In case of failure of the horizontal stabilizer anti-ice or deice system, with both switches off and ice suspected, the maximum flap deflection is limited to:**

   A. 5 degrees

   B. 10 degrees

   C. 15 degrees

   D. 20 degrees

4. **Which of the following sequences correctly describes the overspeed recovery steps?**

   A. Thrust levers idle; Speed brakes extend; If aircraft is nose down attitude, wings level pull up without exceeding structural limits.

   B. Thrust levers max; Speed brakes retract; If nose down attitude, wings level pull up

   C. Thrust levers idle; Speed brakes extend; If nose up attitude, wings level pull up

   D. Thrust levers idle; Speed brakes extend; If nose down attitude, wings level pull up with large bank

5. If No.1 inverter fails, what does No.2 inverter do?

A. Transfers power to the primary buses leaving the secondary buses powerless.

B. Continues to power the secondary buses.

C. Powers the emergency bus.

D. Shuts down the entire system.

6. Which inverter is responsible for powering the primary buses when No.1 inverter fails?

A. No.2 inverter

B. No.1 inverter

C. Emergency power source

D. External power

7. Which action completes the LH engine fire procedure after initial steps?

A. LH thrust lever - CUTOFF

B. LH engine fire button PUSH

C. Fire bottle - PUSH

D. Confirm engine shutdown on status display

8. The ambient temperature range for landings spans from:

A. -50 °C to ISA +25 °C

B. -60 °C to ISA +40 °C

C. -40 °C to ISA +35 °C

D. -20 °C to ISA +30 °C

9. Which gauge has a yellow arc indicating 1200 to 1350 psi?

A. Oxygen pressure gauge

B. Hydraulic pressure gauge

C. Nitrogen pressure gauge

D. Fuel pressure gauge

10. How many hydraulic actuators does each main gear employ?

A. 3

B. 5

C. 4

D. 6

Answers

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

Explanations

1. What would the thermal discharge indicator on the aft left fuselage show if one or more fire bottles had been discharged?

A. A ruptured indicator disc

B. A green indicator

C. No indication

D. A fault alert

The thermal discharge indicator is a visual status cue for the fire suppression bottles. When one or more bottles have discharged, the indicator on the aft left fuselage turns green, giving you a clear, at-a-glance confirmation that the extinguishing agent has been released in the protected area. A ruptured indicator disc would imply a different physical indication, not the standard green cue used here. No indication would mean no discharge, and a fault alert would point to a system fault rather than discharge status. So the green indication is the correct sign that discharge has occurred.

2. If operation of the vent blower fan is desired prior to starting engines, how long must you wait after turning off the vent blower before opening the cabin door or emergency exit?

A. 30 seconds

B. 45 seconds

C. 60 seconds

D. 90 seconds

The main idea here is allowing the cabin to settle after you stop ventilating before you open the door. When you turn off the vent blower, the cabin air is no longer being actively circulated, but the aircraft's pressurization system may still hold a differential pressure or the outflow valve is adjusting to bring the cabin back to ambient. Opening the cabin door or emergency exit while there's still pressure or a strong air flow can slam the door, cause injury, or create a gust of air that's uncomfortable or unsafe. Waiting 45 seconds gives the cabin enough time to depressurize and the air to settle through the outflow valve, so the door can be opened safely with minimal surprise air movement. It's a short but important precaution to ensure safe door operation after stopping ventilation.

3. In case of failure of the horizontal stabilizer anti-ice or deice system, with both switches off and ice suspected, the maximum flap deflection is limited to:

A. 5 degrees

B. 10 degrees

C. 15 degrees

D. 20 degrees

When the horizontal stabilizer anti-ice/deice system is inoperative and you suspect ice, the tail surfaces are more vulnerable to ice buildup, which can reduce elevator effectiveness and alter trim in unexpected ways. Deploying flaps changes the aerodynamic loads on the tail and can shift the airflow in a way that exacerbates icing or reduces pitch control margins. To keep the aircraft controllable and maintain safe behavior in this icing risk, the recommended action is to limit flap deflection to a modest value. Ten degrees provides a balance: it helps maintain safe approach and climb performance without pushing the aerodynamic load on the tail or increasing the chance of ice accumulation on the stabilizer to a point where elevator authority could be compromised. Using larger flap deflections (such as 15 or 20 degrees) would significantly increase tailplane loading and the potential for ice-related instability, while a very small deflection (like 5 degrees) might be too restrictive for acceptable handling.

4. Which of the following sequences correctly describes the overspeed recovery steps?

A. Thrust levers idle; Speed brakes extend; If aircraft is nose down attitude, wings level pull up without exceeding structural limits.

B. Thrust levers max; Speed brakes retract; If nose down attitude, wings level pull up

C. Thrust levers idle; Speed brakes extend; If nose up attitude, wings level pull up

D. Thrust levers idle; Speed brakes extend; If nose down attitude, wings level pull up with large bank

During overspeed, the goal is to quickly reduce airspeed while keeping the airplane controllable and within the structural limits. Set the thrust levers to idle to stop additional acceleration, then extend the speed brakes to increase drag and slow the aircraft. Once the speed is under control, level the wings to remove unequal loading and, if the aircraft is nose-down, gently pull up to re-establish a safe, level flight path without exceeding structural limits. Large bank angles during this recovery are avoided because they raise load on the wings and can complicate or destabilize the recovery.

5. If No.1 inverter fails, what does No.2 inverter do?

A. Transfers power to the primary buses leaving the secondary buses powerless.

B. Continues to power the secondary buses.

C. Powers the emergency bus.

D. Shuts down the entire system.

Redundancy in the inverter power system is designed to keep essential aircraft loads alive if one inverter fails. When the first inverter goes out, the second inverter automatically takes over the primary buses to maintain power for the critical avionics and flight-control systems. The secondary buses are left powerless because the system prioritizes the primary (essential) loads and isolates the nonessential buses to prevent overloading the remaining inverter. This is why the surviving inverter transfers power to the primary buses rather than continuing to power the secondary buses or shutting down the whole system.

6. Which inverter is responsible for powering the primary buses when No.1 inverter fails?

A. No.2 inverter

B. No.1 inverter

C. Emergency power source

D. External power

Redundant inverter power path keeps essential avionics alive. In this aircraft, the primary buses are normally fed by the No.1 inverter, but the system is designed so that the No.2 inverter automatically takes over if No.1 fails. This ensures continuous power to the primary buses without manual action. The emergency power source and external power are there for other fallback scenarios, such as when both inverters are unavailable or during ground operations, but they do not replace the automatic handoff to the No.2 inverter for the primary buses. So, when No.1 inverter fails, the No.2 inverter powers the primary buses.

7. Which action completes the LH engine fire procedure after initial steps?

A. LH thrust lever - CUTOFF

B. LH engine fire button PUSH

C. Fire bottle - PUSH

D. Confirm engine shutdown on status display

In an engine fire on this aircraft, the crucial final action is to discharge the extinguishing agent into the affected engine. After you've identified the fire and secured the engine by isolating fuel and power as applicable, you complete the procedure by pushing the Fire Bottle switch to release the extinguishing agent. The engine fire pushbutton is part of arming the system, but the actual suppression comes from the Bottle — it's the step that directly addresses the fire. Verifying shutdown on the status display is important, but it's a check, not the action that literallyputs out the fire.

8. The ambient temperature range for landings spans from:

A. -50 °C to ISA +25 °C

B. -60 °C to ISA +40 °C

C. -40 °C to ISA +35 °C

D. -20 °C to ISA +30 °C

Ambient temperature limits define the certified operating envelope for landing and takeoff. For the Beechjet 400A, the approved range is from -40°C up to ISA plus 35°C. This means you can operate safely during landing and takeoff anywhere within that spread because the aircraft's systems, materials, and performance have been tested and verified to function properly there. The lower bound of -40°C protects against issues like fuel and lubrication viscosity changes, brittle materials, and battery/avionics performance at extreme cold. The upper bound of ISA+35°C ensures the environmental control system, engines, and other systems aren't pushed beyond tested conditions in hot ambient air, where heat management and performance margins could be challenged. Other ranges fall outside the certified envelope, which is why they're not correct.

9. Which gauge has a yellow arc indicating 1200 to 1350 psi?

A. Oxygen pressure gauge

B. Hydraulic pressure gauge

C. Nitrogen pressure gauge

D. Fuel pressure gauge

Gauge color-coding shows what range is acceptable versus needing attention. For the nitrogen pressurization system on the Beechjet 400A, the yellow arc from 1200 to 1350 psi marks a caution range: the nitrogen supply is getting low and should be checked or serviced before it drops further. This is specific to the nitrogen pressure gauge, whose normal operating range sits above this caution band. The other gauges (oxygen, hydraulic, fuel) have different normal ranges and color cues, so their arcs don't use this 1200–1350 psi yellow band.

10. How many hydraulic actuators does each main gear employ?

A. 3

B. 5

C. 4

D. 6

The Beechjet 400A's main gear uses multiple hydraulic actuators to handle the different motions involved in gear operation, door opening/closing, and locking. Each main gear employs five actuators. Two of these drive the gear itself as it extends and retracts, ensuring the leg moves smoothly to and from the wheel well. Two more actuators operate the gear doors so they open as the gear lowers and close as the gear retracts, keeping the wheel cavity sealed when retracted. The fifth actuator provides a dedicated function that supports proper sequencing and locking/centering of the gear assembly. This configuration gives the necessary force, reliability, and redundancy for safe gear operation. Fewer than five would lack essential functions, while more than five isn't used in this system.

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://beechjet400actsys.examzify.com

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