Benning National Guard WTU Air Assault Phase 1 Practice Test (Sample)

Study Guide

BY EXAMZIFY

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 is the primary method for estimating distance when navigating without GPS?

A. Using pace count and terrain references to estimate distance traveled

B. Relying on GPS

C. Guessing by sight

D. Relying on landmarks only

2. What is one of the feedback types the pilot expects from the AATF when a target is missed?

A. Target destroyed - end of mission

B. Target missed - adjust fire by giving direction and distance in meters from impact to the target

C. Weapon effects on target, re-engage

D. Friendly forces repositioned

3. What is the prior ACL for UH-1V (litters or ambulatory)?

A. 6 litters or 9 ambulatory

B. 5 litters or 7 ambulatory

C. 4 litters or 6 ambulatory

D. 7 litters or 8 ambulatory

4. How many litters can the LUH-72 accommodate with medical crew?

A. 2 litters with med crew

B. 1 litters

C. 3 litters

D. 0 litters

5. If visibility is reduced during approach, what should be done?

A. Proceed with landing regardless

B. Land in an open field

C. Operations may be postponed if unsafe

D. Continue approach at higher speed

6. How are medics assigned to a CH-47?

- **A. One medic per six casualties**
- **B. One medic per helicopter**
- **C. No medics are assigned**
- **D. One medic per casualty**

7. Which of the following describe the advantages of aero medical evacuation?

- **A. Flexibility, versatility, speed and range**
- **B. High cost and limited reach**
- **C. Slow response times**
- **D. Complex maintenance requirements**

8. How should weapons be treated on the ground during air assault operations?

- **A. Disarm the weapon and leave it on ground**
- **B. Keep finger on the trigger at all times**
- **C. Treat every weapon as loaded, keep finger off the trigger, and muzzle pointed in a safe direction**
- **D. Only handle weapons in designated areas**

9. Before attaching a load to a helicopter, which item should be verified?

- **A. Aircraft type**
- **B. Fuel level**
- **C. Radio frequency**
- **D. Landing gear status**

10. What is the primary purpose of the chain of command during air assault training and operations?

- **A. Provides leadership**
- **B. Ensures safety**
- **C. Coordinates tasks**
- **D. All of the above**

Answers

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

Explanations

1. What is the primary method for estimating distance when navigating without GPS?

A. Using pace count and terrain references to estimate distance traveled

B. Relying on GPS

C. Guessing by sight

D. Relying on landmarks only

Without GPS, distance is estimated through dead reckoning using pace counting. You first determine your pace length by walking a known distance and counting your steps, which gives you how far one step travels on that ground. Then as you move, you convert your number of paces into distance traveled. This is the core tool because it provides a numeric estimate you can rely on during the march. Terrain and slope can change your pace length, so you adjust by using terrain cues—like rough ground, hills, or soft surfaces—to refine your distance estimate. You can also cross-check with map references and recognizable features along the route, but the essential practice is translating your pace count into distance, accounting for how the terrain affects your stride. Relying on landmarks alone won't give an accurate distance, and guessing by sight is too imprecise when you're navigating without GPS.

2. What is one of the feedback types the pilot expects from the AATF when a target is missed?

A. Target destroyed - end of mission

B. Target missed - adjust fire by giving direction and distance in meters from impact to the target

C. Weapon effects on target, re-engage

D. Friendly forces repositioned

When fire misses, the pilot needs precise, actionable guidance to adjust the next attempt. The most useful feedback is to specify how far and in which direction the impact point is from the target, expressed in meters. This direction-and-distance information lets the pilot translate the observed miss into a concrete correction—moving the aim point left or right and adjusting the range for the next shot. For example, if the round lands short and to the left of the target, reporting those offsets in meters tells the pilot exactly how to adjust elevation and azimuth for the next pass. Other feedback like declaring the target destroyed, noting weapon effects and re-engaging, or reporting repositioned friendly forces doesn't provide the precise corrective data needed to improve accuracy after a miss.

3. What is the prior ACL for UH-1V (litters or ambulatory)?

A. 6 litters or 9 ambulatory

B. 5 litters or 7 ambulatory

C. 4 litters or 6 ambulatory

D. 7 litters or 8 ambulatory

The amount the aircraft is cleared to carry in a MEDEVAC mission is the ACL, stated as how many litters or ambulatory patients can be accommodated with standard medical equipment and crew. For the UH-1V in its typical medical configuration, you can place up to six litters while keeping space for necessary medical gear and flight crew. If you're not using litters, the cabin can seat up to nine ambulatory patients with proper restraints. This reflects the interior layout, restraint points, and equipment footprint of the UH-1V. The other options would either underutilize or exceed the aircraft's standard MEDEVAC loading with normal equipment and crew.

4. How many litters can the LUH-72 accommodate with medical crew?

A. 2 litters with med crew

B. 1 litters

C. 3 litters

D. 0 litters

Two litters can be carried when medical crew is aboard. The LUH-72's CASEVAC configuration is designed to fit two stretchers with medical attendants, providing enough space to secure the litters and give clinicians access to the patients and necessary equipment. Using more than two litters would crowd the cabin, hinder care, and challenge weight and balance limits, so two is the practical maximum with medical crew on board.

5. If visibility is reduced during approach, what should be done?

A. Proceed with landing regardless

B. Land in an open field

C. Operations may be postponed if unsafe

D. Continue approach at higher speed

When visibility drops during approach, you lose the visual cues needed to safely judge distance, the landing zone, and obstacles. In that situation the safest move is to postpone the operation until conditions improve or an alternative plan is approved. The goal is to maintain adequate obstacle clearance and a controllable landing, which you can't guarantee with reduced visibility. Pushing ahead at higher speeds or trying to land in an improvised area increases risk and isn't permitted when visibility is unsafe. So, postponing operations when conditions aren't safe is the correct course.

6. How are medics assigned to a CH-47?

A. One medic per six casualties

B. One medic per helicopter

C. No medics are assigned

D. One medic per casualty

The key idea is that medical staffing on a CH-47 is based on the number of casualties being carried to ensure adequate care in flight. The standard practice is one flight medic for every six casualties. This ratio keeps a medic available to perform life-saving care, monitor vital signs, manage airways, control bleeding, and administer treatments while the helicopter is airborne. If more than six casualties are on board, additional medics are added to maintain safe, continuous care. The other options don't fit because assigning a medic by helicopter regardless of load or not assigning medics at all wouldn't provide the necessary coverage, and giving one medic per casualty would be impractical for typical loads.

7. Which of the following describe the advantages of aero medical evacuation?

A. Flexibility, versatility, speed and range

B. High cost and limited reach

C. Slow response times

D. Complex maintenance requirements

Aero medical evacuation excels because it combines speed with the ability to reach remote areas and adapt to different medical needs on the move. The best description highlights flexibility, versatility, speed and range. Flexibility means aircraft can operate in diverse environments and landing zones while integrating with medical teams on board. Versatility covers the ability to configure for different patient conditions, carry necessary medical equipment, and move multiple patients if needed. Speed is crucial because getting wounded personnel to higher levels of care quickly improves outcomes and reduces complications. Range ensures reach across long distances, enabling evacuation from distant or hard-to-reach locations. Choices that emphasize high cost and limited reach, slow response times, or complex maintenance describe drawbacks, not advantages, of aero medical evacuation.

8. How should weapons be treated on the ground during air assault operations?

A. Disarm the weapon and leave it on ground

B. Keep finger on the trigger at all times

C. Treat every weapon as loaded, keep finger off the trigger, and muzzle pointed in a safe direction

D. Only handle weapons in designated areas

In air assault operations, safety is maintained by rigid gun handling practices on the ground just as they are in any combat setting. The most reliable approach is to treat every weapon as loaded, keep your finger off the trigger, and keep the muzzle pointed in a safe direction at all times. This trio of habits creates a continuous barrier against accidental discharge, which is especially crucial when the environment is chaotic—loading and unloading from helicopters, rotor wash, and moving teammates can jostle or mischange positions of weapons. Treating a weapon as loaded means you don't assume it's safe to handle casually; you verify status only through proper clearing procedures and respect the possibility of a live round. Keeping your finger off the trigger until you intend to fire prevents accidental discharges if the weapon is bumped or snagged during movement. Pointing the muzzle in a safe direction reduces the risk of injury or property damage if the weapon were to discharge or if it unexpectedly moves. Other approaches fail because they leave you with a higher risk of mishandling. Disarming and leaving a weapon on the ground creates opportunities for loss, misuse, or retrieval by someone not prepared to handle it. Keeping the finger on the trigger at all times invites unintentional firing during rapid movements or contact with gear. Restricting handling to designated areas can be impractical in fluid air assault operations where weapons must be managed safely wherever the team is, and it does not replace the fundamental discipline of treating every weapon as loaded and maintaining muzzle and trigger discipline.

9. Before attaching a load to a helicopter, which item should be verified?

A. Aircraft type

B. Fuel level

C. Radio frequency

D. Landing gear status

Verifying the aircraft type is essential because external-load operations depend on the specific helicopter's configuration. Different helicopters have different sling configurations, hook points, load limits, and balance characteristics. Knowing the exact aircraft model tells you which rigging, sling lengths, and attachment procedures to use, ensuring the load is secured correctly and that weight and balance stay within safe limits. Mismatch between aircraft and rigging can lead to improper attachments, overloading, or unsafe flight characteristics. Fuel level, radio frequency, and landing gear status are important for overall flight readiness, but they don't determine the correct attachment method or rigging for a sling load.

10. What is the primary purpose of the chain of command during air assault training and operations?

A. Provides leadership

B. Ensures safety

C. Coordinates tasks

D. All of the above

The chain of command in air assault training and operations exists to provide a clear, unified flow of authority and direction that keeps everything aligned. It establishes leadership by designating who makes decisions, issues intent, and directs actions, so subordinates know who to follow and how to interpret the plan. It also strengthens safety by creating accountable lines of responsibility, enforcing safety protocols, risk assessments, and abort criteria, which are crucial in dynamic flight and terrain conditions. At the same time, it coordinates tasks across different elements—crews, aircraft, ground forces, and support—by assigning roles, sequencing actions, and ensuring everyone understands the plan and timing, so movements and actions occur in a synchronized fashion. Because leadership, safety, and task coordination all rely on a clear chain of command, it naturally covers all three aspects. Without leadership, decisions slow or become muddled; without safety, hazards aren't controlled; without coordination, tasks conflict or fail to mate together smoothly. So the best choice is the one that encompasses all of these essential functions.

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://benningnatguardwtuairassaultphase1.examzify.com

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