

BENNING NATIONAL GUARD WTU AIR ASSAULT PHASE 1 PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS



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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. Which of the following is the correct order for establishing a PZ/LZ?**
 - A. Establish control facilities; Determine length and width of PZ/LZ; Determine area of unusable; Obstacles; Mark and clear TDPs
 - B. Establish control facilities; Determine area of unusable; Determine length and width of PZ/LZ; Obstacles; Mark and clear TDPs
 - C. Determine length and width of PZ/LZ; Establish control facilities; Determine area of unusable; Obstacles; Mark and clear TDPs
 - D. Establish control facilities; Determine length and width of PZ/LZ; Determine area of unusable; Obstacles
- 2. Which of the following is a sling load related mission for UH-60?**
 - A. Aerial refueling
 - B. Sling load
 - C. Reconnaissance
 - D. Mine clearing
- 3. Which is NOT one of the five steps to control Close Combat Attack (CCA)?**
 - A. Describe the enemy location and mark it
 - B. Issue a general warning to nearby units
 - C. Gain communication with pilot
 - D. Describe your location on the ground and mark it
- 4. In ACL prior configuration, what is a valid combination of litters and ambulatory patients?**
 - A. 6 litters and 1 ambulatory
 - B. 4 litters and 2 ambulatory
 - C. 5 litters and 0 ambulatory
 - D. 7 ambulatory
- 5. During planning, how does the chain of command influence task allocation?**
 - A. By assigning responsibilities to subordinates
 - B. By removing all risk
 - C. By eliminating briefing requirements
 - D. By delaying tasks until the operation starts

- 6. Why is coordination with the helicopter crew essential when assessing a landing zone?**
- A. It only matters for nighttime operations, not for daytime operations.
 - B. It ensures safe communication, approach alignment, wind assessment, and obstacle awareness.
 - C. It is unnecessary if the ground crew is experienced.
 - D. It delays the operation and wastes time.
- 7. What is a recommended practice for ensuring a night landing zone is obstacle-free?**
- A. Pre-mission marking, lighting, and coordination with the crew to identify hazards
 - B. Ignore hazards and rely on luck
 - C. Rely on daylight plans
 - D. No planning is needed
- 8. During pre-flight checks, which outcome is produced by the briefing?**
- A. It identifies potential hazards and establishes roles, signals, and procedures to reduce risk
 - B. It schedules crew rest
 - C. It forecasts fuel prices
 - D. It documents the aircraft color scheme
- 9. During air assault operation planning, the chain of command is responsible for which of the following?**
- A. Assigning tasks and prioritizing actions
 - B. Focusing solely on aviation assets
 - C. Handling only security matters
 - D. Excluding subordinates from planning
- 10. Which option correctly lists the maximum speeds for OH-58, AH-64, UH-60, and CH-47?**
- A. OH58 120 knots; AH64 150-155 knots; UH60 150 knots; CH47 165 knots
 - B. OH58 100 knots; AH64 130-140 knots; UH60 160 knots; CH47 175 knots
 - C. OH58 110 knots; AH64 140-145 knots; UH60 156 knots; CH47 170 knots
 - D. OH58 115 knots; AH64 140-145 knots; UH60 156 knots; CH47 165 knots

Answers

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

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Explanations

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1. Which of the following is the correct order for establishing a PZ/LZ?

- A. Establish control facilities; Determine length and width of PZ/LZ; Determine area of unusable; Obstacles; Mark and clear TDPs
- B. Establish control facilities; Determine area of unusable; Determine length and width of PZ/LZ; Obstacles; Mark and clear TDPs
- C. Determine length and width of PZ/LZ; Establish control facilities; Determine area of unusable; Obstacles; Mark and clear TDPs
- D. Establish control facilities; Determine length and width of PZ/LZ; Determine area of unusable; Obstacles

When establishing a PZ/LZ the first priority is to set up control facilities so there is reliable command, control, and security for the operation. With communications and leadership in place, you can coordinate air movement, convey clear instructions to aircrews, and protect the area from threats. Once control is established, you determine the length and width of the PZ/LZ to know the usable landing footprint and how much room is available for rotor wash, maneuvering, and approach. This sizing step sets the physical boundaries you must work within. Next you identify the area that is unusable, such as water, ravines, or ground that cannot support landing gear. Knowing what cannot be used prevents wasted attempts and helps focus your planning on viable terrain. After that, you assess obstacles inside the zone—trees, power lines, poles, debris—that could interfere with rotor blades or touchdown. This step informs clearance needs and potential detours. Finally, you mark and clear the touchdown points, or TDPs, so aircraft have precise, known landing points and a physically safe surface to touch down on. This completes the process by translating the map and risk assessment into actionable, safe landing sites.

2. Which of the following is a sling load related mission for UH-60?

- A. Aerial refueling
- B. Sling load
- C. Reconnaissance
- D. Mine clearing

Sling-load operations involve carrying cargo suspended from the helicopter, using a hook and rigging to lift external loads without landing. For the UH-60 Black Hawk, this is a core mission method to move equipment or supplies to locations where a landing zone isn't available or practical. The option that describes moving cargo beneath the helicopter fits this concept exactly. Aerial refueling, reconnaissance, and mine clearing are different tasks that don't involve lifting external loads under the helicopter.

3. Which is NOT one of the five steps to control Close Combat Attack (CCA)?

- A. Describe the enemy location and mark it
- B. Issue a general warning to nearby units**
- C. Gain communication with pilot
- D. Describe your location on the ground and mark it

When guiding a Close Combat Attack, you follow a focused, stepwise process to orient the pilot to the target and to your position so the engagement is precise and safe. The steps center on identifying and marking the target, locating and marking your own position, and maintaining a clear two-way link with the pilot to transmit exact targeting information and any necessary instructions. Describing the enemy location and marking it gives the pilot a fixed reference for where to engage. Describing your location on the ground and marking it establishes the opposite reference so the pilot can line up the attack with you as the point of reference. Gaining communication with the pilot ensures you can exchange real-time information, receive updates, and adjust as needed during the mission. Those actions form the core sequence for coordinating the attack. Issuing a general warning to nearby units, while prudent for safety and awareness, is not part of the five-step control sequence used to coordinate the aircraft's attack. It's a broader safety measure rather than a specific step in directing the close air engagement.

4. In ACL prior configuration, what is a valid combination of litters and ambulatory patients?

- A. 6 litters and 1 ambulatory**
- B. 4 litters and 2 ambulatory
- C. 5 litters and 0 ambulatory
- D. 7 ambulatory

ACL prior configuration sets a fixed patient load to balance space, weight, and access during transport. In that setup, six litters with one ambulatory is the valid combination because it prioritizes patients who need a litter for care while still reserving a single ambulatory seat for a walking patient or a medic, keeping the cabin balanced and allowing room for medical crew to operate. The other patterns don't fit this load plan: one pattern uses only ambulatory patients with no litters, which isn't compatible with the standard distribution; another pattern leaves an ambulatory count or litter count outside the defined balance, and a different pattern exceeds the ambulatory or litter limits of this configuration.

5. During planning, how does the chain of command influence task allocation?

- A. By assigning responsibilities to subordinates**
- B. By removing all risk
- C. By eliminating briefing requirements
- D. By delaying tasks until the operation starts

During planning, the chain of command shapes task allocation by establishing clear authority and responsibility so each task is assigned to the right person. This means a leader delegates specific duties to subordinates who have the appropriate rank, skills, and workload, ensuring accountability and a coordinated, unified effort. By doing this, everyone knows who is responsible for what, reducing ambiguity and enabling efficient execution of the plan. This approach isn't about removing all risk—risk management remains an ongoing part of planning and execution. It also doesn't eliminate the need for briefings, which are essential for communicating the plan and confirming who handles each task. And delaying tasks until the operation starts would undermine preparation and coordination. Therefore, assigning responsibilities to subordinates is the way the chain of command influences task allocation during planning.

6. Why is coordination with the helicopter crew essential when assessing a landing zone?

- A. It only matters for nighttime operations, not for daytime operations.
- B. It ensures safe communication, approach alignment, wind assessment, and obstacle awareness.**
- C. It is unnecessary if the ground crew is experienced.
- D. It delays the operation and wastes time.

Coordination with the helicopter crew is essential because the landing must be treated as a joint operation where everyone shares the same, up-to-the-second picture of the situation. Clear communication lets the ground team and the pilot agree on where the touchdown point will be, which direction the aircraft will approach from, and how to respond to any changes on the ground. Wind direction and strength directly affect how the helicopter will fly in and out. When the crew and ground team coordinate, they can observe and relay wind cues and any shifts that could cause drift or rotor wash to push debris toward hazards. The pilot uses that information to set the approach path and final alignment so the aircraft can land smoothly and stop in the designated area without overshooting or colliding with obstacles. Obstacle awareness is another critical piece. Ground personnel can spot trees, wires, rocks, uneven ground, or other hazards that might not be immediately visible from the air. By coordinating, they can mark a safe zone, guide the pilot away from danger, and adjust the LZ layout as needed. This collaboration isn't limited to nighttime operations or only for inexperienced teams. It streamlines the operation, reduces risk, and keeps the landing sequence moving safely and efficiently by catching hazards early and maintaining a shared plan throughout the maneuver.

7. What is a recommended practice for ensuring a night landing zone is obstacle-free?

- A. Pre-mission marking, lighting, and coordination with the crew to identify hazards**
- B. Ignore hazards and rely on luck
- C. Rely on daylight plans
- D. No planning is needed

A night landing relies on front-end visibility and hazard awareness to keep the aircraft safe as it touches down. Pre-mission marking helps reveal obstacles like trees, wires, and debris by clearly identifying them on the ground, so they show up in low light or with night-vision gear. Proper lighting of the landing zone and its perimeter makes the area easy to see, reduces misleading shadows, and helps both pilots and ground guides spot safe touchdown points and clearance paths. Coordinating with the crew establishes a shared plan for signals, roles, and responses, ensuring everyone knows where hazards are and how to avoid them during approach and touchdown. Together, marking, lighting, and coordination create a clearer, safer night LZ than relying on luck, daylight plans, or no planning at all.

8. During pre-flight checks, which outcome is produced by the briefing?

- A. It identifies potential hazards and establishes roles, signals, and procedures to reduce risk**
- B. It schedules crew rest
- C. It forecasts fuel prices
- D. It documents the aircraft color scheme

During the pre-flight briefing, the goal is to identify potential hazards and establish roles, signals, and procedures to reduce risk. This creates a shared plan for how the crew will communicate, who is responsible for each task, and how to respond if something goes wrong, which directly enhances safety before flight. The other options aren't about safety coordination: rest scheduling is a fatigue management task, fuel price forecasting is a logistics concern, and documenting the aircraft color scheme is a maintenance/administrative record.

9. During air assault operation planning, the chain of command is responsible for which of the following?

- A. Assigning tasks and prioritizing actions**
- B. Focusing solely on aviation assets
- C. Handling only security matters
- D. Excluding subordinates from planning

In air assault operation planning, the chain of command is responsible for assigning tasks and prioritizing actions. They translate the commander's intent into a workable sequence, decide which units do what, and determine the order of actions to ensure everything comes together smoothly—airlift, landing, assault, and follow-on operations—so the mission can be accomplished efficiently and safely. This broad responsibility keeps the plan synchronized across aviation and ground elements, supports risk management, and ensures resources are allocated where they're most needed. Focusing only on aviation assets would miss how ground maneuver, security, and support tasks fit into the overall plan. Handling only security matters misses the sequencing of movement, landing, and assault phases. Excluding subordinates from planning would undermine feasibility and execution, since those closest to the tasks provide essential input for practical, workable orders.

10. Which option correctly lists the maximum speeds for OH-58, AH-64, UH-60, and CH-47?

- A. OH58 120 knots; AH64 150-155 knots; UH60 150 knots; CH47 165 knots
- B. OH58 100 knots; AH64 130-140 knots; UH60 160 knots; CH47 175 knots
- C. OH58 110 knots; AH64 140-145 knots; UH60 156 knots; CH47 170 knots**
- D. OH58 115 knots; AH64 140-145 knots; UH60 156 knots; CH47 165 knots

Understanding published maximum airspeeds (Vne) for each helicopter helps you stay within safe flight envelopes during training and operations. The OH-58 Kiowa tops out around 110 knots, the AH-64 Apache about 140–145 knots, the UH-60 Black Hawk around 156 knots, and the CH-47 Chinook near 170 knots. These values match standard Army references used in practice, ensuring you don't exceed structural or rotor limits. The other sets either exceed or fall short of these typical limits, which is why this combination best reflects the accepted maximum speeds.

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:

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

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