

BLOCK V B-52 CREW CHIEF PRACTICE EXAM (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. What is the function of the Centering Motor?**
 - A. Centers All MLG for Retraction When Gear Handle Is Raised
 - B. Locks Wheels During Takeoff
 - C. Regulates Brake Fluid Temperature
 - D. Extends the Landing Gear
- 2. The Normal Landing Gear Control Handle is operated how?**
 - A. Manually operated
 - B. Electrically operated only
 - C. Automatically by maintenance computer
 - D. Pneumatically operated
- 3. The dual solenoid valve serves to:**
 - A. Release brake pressure to the skidding wheel
 - B. Apply brake pressure to all wheels
 - C. Lock the wheels on landing
 - D. Vent brake fluid to atmosphere
- 4. What is the run cycle for Ground Service Pumps?**
 - A. 10 mins on / 10 mins off
 - B. 2 mins on / 2 mins off
 - C. 15 mins on / 15 mins off
 - D. Continuous
- 5. Which indicator is used to show the tip gear is not in trail for retraction?**
 - A. Tip Not in Trail Indicator
 - B. Strut Door
 - C. Door-Up Lock
 - D. Shuttle Valve
- 6. What type of rotor does the brake assembly use?**
 - A. Segmented Rotor
 - B. Solid Rotor
 - C. Ring Rotor
 - D. Spiral Rotor

- 7. Which component transmits the anti-skid detector signal to the dual solenoid valve?**
- A. Skid Control Shield
 - B. Master Switches
 - C. Hand Pump
 - D. TO 1B-52H-5
- 8. Which component is associated with a 360° turning cap?**
- A. Shimmy Damper
 - B. Crosswind Crab
 - C. Tip Not in Trail Indicator
 - D. Door-Up Lock
- 9. What check is performed with Ground Service Pumps before engine start?**
- A. Check of inboard spoilers before engine start
 - B. Check of rotor blades
 - C. Check of tail rotor
 - D. Check of landing gear
- 10. The parking brake consists of which mechanism?**
- A. Mechanical linkage to hold brake in applied position
 - B. Electronic actuator controlling brake pressure
 - C. Hydraulic pump for brake system
 - D. Pneumatic release valve for parking brake

Answers

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

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Explanations

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1. What is the function of the Centering Motor?

A. Centers All MLG for Retraction When Gear Handle Is Raised

B. Locks Wheels During Takeoff

C. Regulates Brake Fluid Temperature

D. Extends the Landing Gear

Centering the main landing gear for retraction is the primary job of the Centering Motor. When you raise the gear handle, the gearing and hydraulics move the MLG into the retraction sequence, and the Centering Motor precisely aligns all the main gear bogies to a centered position. This ensures the wheels sit cleanly in the gear well with the doors able to close without interference, and it helps prevent binding or misalignment during stowage. This function isn't about locking wheels during takeoff—that's handled by wheel/brake systems. It also doesn't regulate brake fluid temperature, which is a brake-system thermal control task. And it isn't responsible for extending the landing gear; extension is done by the gear actuators during the lowering sequence, while the centering motor focuses on aligning the gear for proper retraction.

2. The Normal Landing Gear Control Handle is operated how?

A. Manually operated

B. Electrically operated only

C. Automatically by maintenance computer

D. Pneumatically operated

The key idea here is how the pilot commands the landing gear and what actually moves it. The Normal Landing Gear Control Handle is a manual input device that the pilot operates to extend or retract the gear. When you move the handle, you're sending a request to the hydraulic system to position the gear, but the work of moving the gear is done by hydraulic actuators powered by the aircraft's hydraulic system. It isn't driven by an electric motor acting on its own, nor is it commanded automatically by a maintenance computer, and it isn't pneumatically powered. So the handle is manually operated by the pilot, and the gear movement is accomplished hydraulically.

3. The dual solenoid valve serves to:

A. Release brake pressure to the skidding wheel

B. Apply brake pressure to all wheels

C. Lock the wheels on landing

D. Vent brake fluid to atmosphere

The function being tested is how the braking system modulates pressure on individual wheels to prevent skidding. The dual solenoid valve is part of the anti-skid control that selectively releases hydraulic pressure from the brake line of a wheel that is beginning to skid. By relieving pressure on that wheel, the brake force drops just enough to let the wheel regain speed and avoid a full lock, while other wheels can continue braking if needed. This targeted release keeps steering control and traction, especially during landing or hard braking. It's not about applying brake pressure to all wheels, not about locking the wheels, and it doesn't vent brake fluid to atmosphere; the valve simply reduces the pressure on the affected wheel within the hydraulic circuit.

4. What is the run cycle for Ground Service Pumps?

- A. 10 mins on / 10 mins off**
- B. 2 mins on / 2 mins off
- C. 15 mins on / 15 mins off
- D. Continuous

Ground Service Pumps are limited by a duty cycle to prevent overheating of the motor and components during fueling operations. You run the pump for a set period to move fuel and prime the line, then you allow a cooling interval so heat can dissipate and the system can be checked before the next cycle. The 10 minutes on / 10 minutes off cycle provides enough time to accomplish the pumping task while giving a meaningful cooling period. Shorter on-times (like 2 minutes) would not allow moving a useful amount of fuel efficiently and would still trap heat during operation. Longer on-times (such as 15 minutes) risk overheating and potential damage to the pump and seals. Continuous operation ignores the heat build-up entirely and is unsafe. So, the standard practice is to run the Ground Service Pump for 10 minutes, then let it rest for 10 minutes before the next cycle.

5. Which indicator is used to show the tip gear is not in trail for retraction?

- A. Tip Not in Trail Indicator**
- B. Strut Door
- C. Door-Up Lock
- D. Shuttle Valve

During gear retraction, the tip gear must be in the trailing position to fit cleanly and avoid interference with the wing or other gear. The Tip Not in Trail Indicator directly signals that the tip gear has not yet reached that trailing position, acting as a safety cue to stop retraction and verify proper gear alignment before proceeding. When the tip gear is correctly in trail, this indicator will no longer be active, and retraction can continue. The other indicators serve different functions: Strut Door shows the status of the strut doors, which matters for retraction but doesn't specifically indicate the tip gear's trailing position; Door-Up Lock relates to whether the doors are locked in the up position; Shuttle Valve handles hydraulic flow paths. Hence, the indicator that shows the tip gear is not in trail is the Tip Not in Trail Indicator.

6. What type of rotor does the brake assembly use?

- A. Segmented Rotor**
- B. Solid Rotor
- C. Ring Rotor
- D. Spiral Rotor

This question tests how rotor design affects braking performance, heat management, and maintenance on a large aircraft. A segmented rotor is used because its design splits the braking surface into individual segments around the rotor. This arrangement increases cooling opportunities—air can flow between the segments, helping to dissipate heat quickly and reduce hot spots that can cause distortion or cracks after heavy braking. If the rotor heats unevenly, warping and material stress can occur; segments expand and conduct heat more evenly, which improves reliability during repeated stops or high-demand landings. Another practical benefit is maintenance efficiency. Worn friction surfaces can be replaced one segment at a time without replacing the entire rotor, reducing downtime and maintenance cost—an important consideration for aircraft with demanding flight schedules. In contrast, a solid rotor lacks the same cooling advantages and is more prone to heat-related distortion under heavy use. Ring and spiral rotor designs are not standard for this braking system and don't provide the same combination of cooling efficiency and replaceability found with segmented rotors.

7. Which component transmits the anti-skid detector signal to the dual solenoid valve?

- A. Skid Control Shield**
- B. Master Switches
- C. Hand Pump
- D. TO 1B-52H-5

The main idea is understanding how the anti-skid system gets the wheel-slip information to the device that adjusts brake pressure. The Skid Control Shield acts as the interface that carries the electrical signal from the skid detector to the dual solenoid valve. It routes and protects the detector signal so the valve can respond promptly to modulate hydraulic brake pressure and prevent skidding. The other items don't form the signal path: master switches only enable or disable the system, the hand pump is for manual hydraulic operation, and a technical order is a maintenance document, not a hardware component involved in signal transmission.

8. Which component is associated with a 360° turning cap?

- A. Shimmy Damper**
- B. Crosswind Crab
- C. Tip Not in Trail Indicator
- D. Door-Up Lock

Shimmy damper is the device that controls lateral oscillations of the landing gear as it pivots through its full steering range. The 360° turning cap is part of this damper assembly, allowing the wheel or bogie to rotate completely while the damper remains in the rotation path, so oscillations are absorbed through the entire turning motion. In practice, this damping prevents a rapid side-to-side shimmy from developing when the gear swivels during taxiing, takeoff, and landing, protecting the gear and the airframe from vibration and wear. The other components mentioned serve different functions—crosswind crab relates to a flight alignment technique, Tip Not in Trail Indicator to trailing-edge or formation signaling, and Door-Up Lock to securing a door—so they aren't tied to the 360° turning capability.

9. What check is performed with Ground Service Pumps before engine start?

- A. Check of inboard spoilers before engine start**
- B. Check of rotor blades
- C. Check of tail rotor
- D. Check of landing gear

Ground Service Pumps provide hydraulic pressure when engines aren't running, allowing a prestart check of components that rely on that pressure. The inboard spoilers are hydraulic actuators, so testing them with the GSPs confirms the hydraulic system can move the spoilers freely and without leaks. This ensures the spoilers will deploy or retract properly once power is available, which is important for lift control and ground braking after start. The other items listed aren't the focus of this GSP-based prestart check on a fixed-wing B-52—rotor blades and tail rotor belong to rotorcraft, and while landing gear is hydraulically actuated, the specific prestart procedure here targets the spoiler system.

10. The parking brake consists of which mechanism?

A. Mechanical linkage to hold brake in applied position

B. Electronic actuator controlling brake pressure

C. Hydraulic pump for brake system

D. Pneumatic release valve for parking brake

Holding the brakes in the applied position when the aircraft is parked relies on a mechanical linkage that physically locks the brake mechanism in place. This design ensures the brakes stay engaged without needing continuous hydraulic pressure, power, or electronic control. In this setup, a pawl or latch connected to the brake assembly secures the applied state once the parking brake is engaged, providing a simple, robust means to prevent creeping or movement of the aircraft. Other options rely on active systems: an electronic actuator would require power to maintain brake pressure, a hydraulic pump handles regular braking rather than locking the parked state, and a pneumatic release valve would deal with releasing pressure rather than holding the brakes applied.

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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://blockvb52crewchief.examzify.com>

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

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