Common Core Ground School 2 Practice Exam (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. The RESET pushbutton enables the pilot to acknowledge which cues?

A. CAD indications and master caution light

B. Altitude hold

C. Go-around status

D. Autopilot status

2. What AFCS system makes inputs that cannot be seen in the flight controls?

A. SAS

B. Autopilot

C. Beep Trim

D. SAS/AP Cut Switch

3. Which device provides emergency 24 VDC for the emergency lighting system and the standby horizon?

A. Separate power module (battery)

B. External Power Unit (EPU)

C. Generator

D. GCU

4. Which supply tank is larger in the UH-72?

A. Left

B. Forward

C. Right

D. Aft

5. Which component provides electrical power to the UH-72 when the engines are running?

A. External Power Unit

B. Starter/Generators

C. Battery

D. Hydraulic pump

6. Go-Around (GA) mode button is used in case of a missed approach. Which option reflects the correct label for this mode?

A. LOC

B. MISS

C. CMD

D. GA

7. To enable Level 3 operation on the UH-72 when FTR is off, which sequence correctly completes the steps: Level, APMS action, and the location of the FTR switch?

A. Level 4; Trim switches on the APMS; FTR switch located on the Instrument Panel

B. Level 3; FTR switches on the APMS; Trim switch located on the Instrument Panel

C. Level 4; FTR switches on the APMS; Trim switch located on the Instrument Panel

D. Level 4; Trim; FTR; Instrument Panel

8. A separate power module provides 24 VDC as emergency power for the emergency lighting system and the _____.

A. Standby horizon

B. Primary bus

C. Avionics bay

D. Fuel pump

9. What does the SAS/AP Cut switch do?

A. Disengages both BACK UP SAS and AFCS simultaneously

B. Engages the autopilot

C. Re-engages SAS

D. Switches to ATT mode

10. How many levels of AFCS control are in sequence?

A. 3

B. 4

C. 5

D. 6

Answers

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

Explanations

1. The RESET pushbutton enables the pilot to acknowledge which cues?

A. CAD indications and master caution light

B. Altitude hold

C. Go-around status

D. Autopilot status

A RESET pushbutton is used to acknowledge warning and advisory cues by clearing the Master Caution light and the CAD display. When a caution or advisory occurs, the Master Caution illuminates and the CAD shows the message. Pressing reset tells the crew these cues have been noticed and clears the indicators, while the underlying condition may still need attention. The other options refer to flight modes or statuses that aren't cleared by acknowledging warnings.

2. What AFCS system makes inputs that cannot be seen in the flight controls?

A. SAS

B. Autopilot

C. Beep Trim

D. SAS/AP Cut Switch

Stability augmentation is about automatic, small corrections that stabilize the airplane without you actively commanding them. The Stabilization Augmentation System constantly senses how the aircraft is moving and makes tiny deflections of the control surfaces to dampen disturbances and keep the aircraft on course. Because these adjustments are small and routine, they aren't felt as deliberate pilot inputs on the stick or yoke, so the corrections seem "invisible" in the flight controls. Autopilot, by contrast, takes control to fly along a set path or hold a specific attitude, and its movements are usually noticeable as the aircraft steers to meet those commands. The other option isn't a direct stabilizing function you'd feel in normal flight, and the switch to cut SAS/AP merely disables them. So the system that makes inputs you don't visibly see in the controls is the stabilization augmentation system.

3. Which device provides emergency 24 VDC for the emergency lighting system and the standby horizon?

A. Separate power module (battery)

B. External Power Unit (EPU)

C. Generator

D. GCU

In an aircraft, emergency lighting and the standby horizon must stay powered even if the main electrical system fails. That requires a source of power that is independent of the engines and primary generators, providing a constant 24 VDC to these critical loads for the required duration. A separate power module, which is a dedicated battery, is designed exactly for this purpose. It supplies the emergency lighting and the standby horizon directly, without relying on the main buses, and remains available when normal power is lost. Other options are tied to the normal power system or are auxiliary rather than dedicated emergency power: an External Power Unit provides power in specific conditions but isn't the guaranteed emergency source for these loads; a generator powers the normal electrical system and can fail to deliver the necessary emergency support; the Generator Control Unit is a control component rather than a power source.

4. Which supply tank is larger in the UH-72?

A. Left

B. Forward

C. Right

D. Aft

Balance and center of gravity control in rotorcraft is essential for stable flight. In the UH-72, the supply tanks are located in the side sponsons, and their capacities are set to keep the aircraft balanced under typical loading. The right-hand tank is larger to offset the common weight bias created by crew and equipment placements on the left side. This extra capacity shifts more weight to the right, helping keep the fuselage level and the center of gravity within safe limits during hover and flight. If the load were to shift toward the left or if the right side weren't weighted more, the aircraft could become harder to control.

5. Which component provides electrical power to the UH-72 when the engines are running?

A. External Power Unit

B. Starter/Generators

C. Battery

D. Hydraulic pump

Electrical power for the UH-72 when the engines are running comes from the Starter/Generators. These units are driven by the engines and convert mechanical energy into electrical energy to feed the aircraft's electrical system, while also serving as the starting motors to crank the engines when needed. The External Power Unit is used to supply power on the ground or when engines aren't running, not during normal flight. The battery provides backup and starting power, but the primary electrical load is handled by the engine-driven generators, which are continually powered and can also recharge the battery. The hydraulic pump is a hydraulic component, not a power source for the electrical system.

6. Go-Around (GA) mode button is used in case of a missed approach. Which option reflects the correct label for this mode?

A. LOC

B. MISS

C. CMD

D. GA

Go-around is a specific action to safely abort a landing and climb away to reattempt the approach. In autopilot and flight-deck systems, the labeled button for this action is GA, short for Go-Around. Pressing it switches the autopilot into go-around mode, commanding a rapid climb and thrust increase to reach the missed-approach altitude and configuration. The other labels correspond to different functions: localizer (LOC) is for capturing the runway's localizer during approach, not for initiating a missed approach; Miss or MIS/missed approach is not the mode label used on most autopilots; CMD isn't the go-around command. So GA is the correct label because it specifically denotes the go-around action described.

7. To enable Level 3 operation on the UH-72 when FTR is off, which sequence correctly completes the steps: Level, APMS action, and the location of the FTR switch?

A. Level 4; Trim switches on the APMS; FTR switch located on the Instrument Panel

B. Level 3; FTR switches on the APMS; Trim switch located on the Instrument Panel

C. Level 4; FTR switches on the APMS; Trim switch located on the Instrument Panel

D. Level 4; Trim; FTR; Instrument Panel

The sequence works because you first set the system to the appropriate level, then apply the APMS adjustment, and finally power on the FTR from its control location. Set Level to 4 to enable the path for Level 3 operation when FTR is off. Next, perform the APMS action using the trim switches on the APMS to configure the autopilot management system for the desired mode. Finally, flip the FTR switch located on the Instrument Panel to turn the Flight Test Recorder on, completing the setup. This ordering ensures the system is properly prepared before the FTR is activated.

8. A separate power module provides 24 VDC as emergency power for the emergency lighting system and the _____.

A. Standby horizon

B. Primary bus

C. Avionics bay

D. Fuel pump

In aviation electrical systems, emergency power is used to keep critical functions alive when normal power is lost. The emergency lighting must work to illuminate exits and paths to safety, so it relies on this dedicated 24 VDC emergency source. The same emergency source also feeds the primary bus, which is the main distribution path for essential electrical loads. Keeping the primary bus energized ensures that flight-critical systems and instruments remain powered during an electrical failure. The other options aren't the standard loads tied to the emergency power module: a standby horizon typically has its own backup power, avionics bays aren't a single emergency-linked load, and the fuel pump is not a primary emergency electrical load.

9. What does the SAS/AP Cut switch do?

A. Disengages both BACK UP SAS and AFCS simultaneously

B. Engages the autopilot

C. Re-engages SAS

D. Switches to ATT mode

This switch is used to quickly disconnect stabilization and autopilot systems. When activated, it disengages both the BACK UP SAS and the AFCS simultaneously, removing stabilization input and autopilot control so the pilot has full manual control. It's a safety feature for situations where the autopilot or stability augmentation isn't desired or is malfunctioning, requiring immediate manual control. It does not engage the autopilot, it does not re-engage SAS, and it does not switch to ATT mode.

10. How many levels of AFCS control are in sequence?

A. 3

B. 4

C. 5

D. 6

The idea is that AFCS runs in a progression from keeping the airplane stable to fully automatic flight. The first layer provides stabilization augmentation, damping out disturbances so the aircraft doesn't become unstable. The next layer adds a basic attitude control loop that helps hold or return to a commanded attitude. The third level is the flight director, which gives guidance cues to steer toward a desired flight path. The fourth level is the autopilot, which can automatically fly the aircraft following those cues or direct attitude/heading/altitude commands. The final level handles power and flight path management, typically auto-throttle (and its integration with navigation/approach). Put together, there are five levels in sequence.

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://commoncoregroundschool2.examzify.com

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