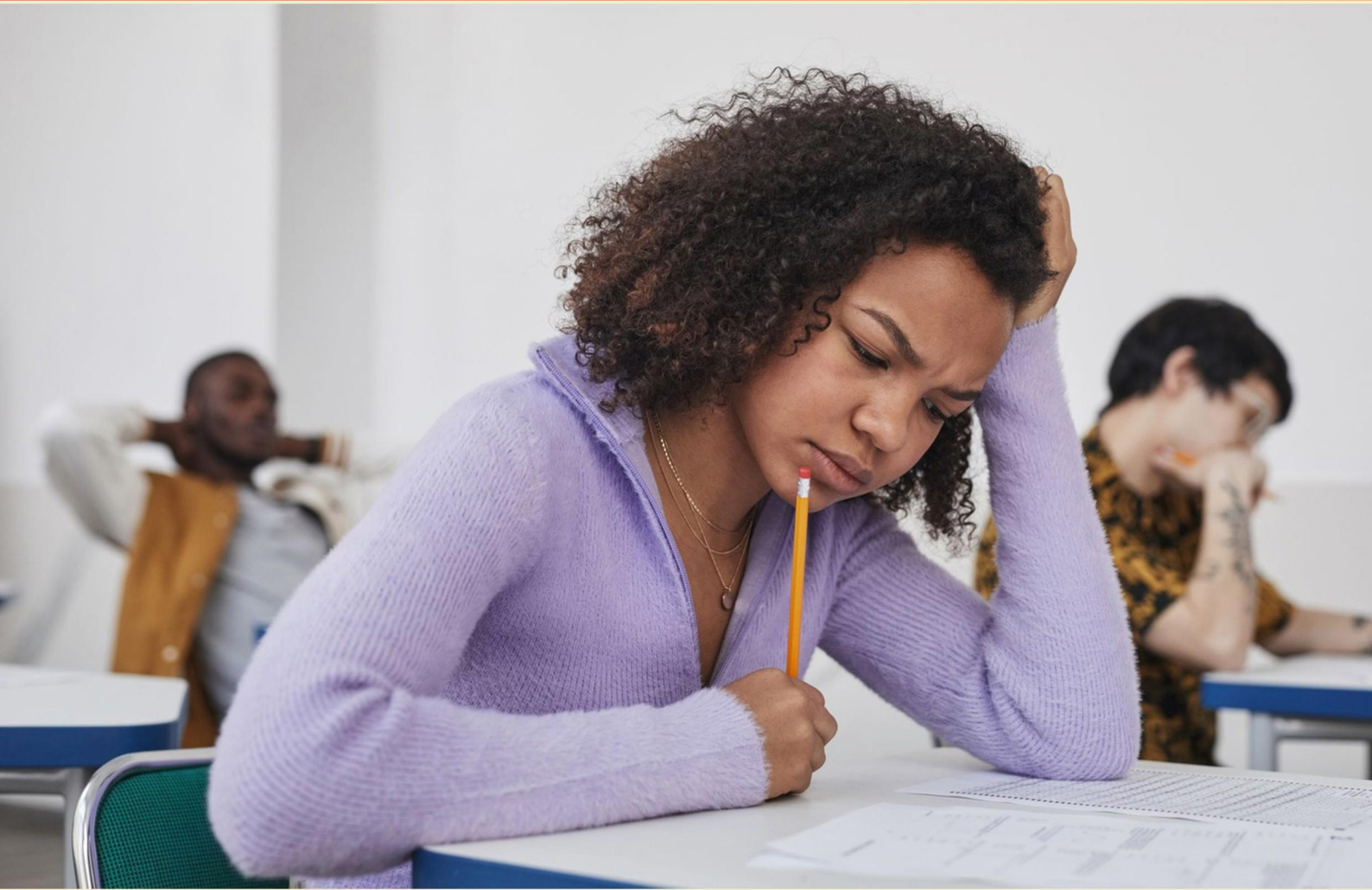


COMMON CORE GROUND SCHOOL 2 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
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. In forward flight, the Delta hinge system allows for _____.
A. Yaw control
B. Flapping
C. Pitch variation
D. Roll stabilization**
- 2. The Freewheeling Unit (Clutch) prevents a reverse power flow from the main transmission to the engines.
A. Overrun Clutch
B. Release Valve
C. Torque Divider
D. Freewheeling Unit (Clutch)**
- 3. Which statement best describes the rotor brake system's purpose?
A. To slow rotor during landing
B. To stop the main rotor as quickly as possible after engine shutdown
C. To adjust rotor speed during hover
D. To engage during takeoff**
- 4. The component that provides a constant resistance to tail rotor pedal input to prevent over-control is which?
A. Pitch Change Link
B. Hydraulic pump
C. Landing light switch
D. Yaw Brake**
- 5. Which control is used to operate the landing light on or off?
A. Wiper
B. Trim switch
C. Landing light switch
D. Pitch Change Link**

6. The purpose of the Fuel Vent System is to keep the fuel tanks _____ under all operating conditions.
- A. Unpressurized
 - B. Pressurized
 - C. Ventilated
 - D. Sealed
7. The Gas Generator High Pressure Section provides which functions?
- A. Provides only expansion
 - B. Provides the second stage of compression, combustion, and first stage of expansion
 - C. Provides second stage of compression
 - D. Provides cooling
8. Which display would show the VAR NR caution when torque split exceeds threshold?
- A. CAD
 - B. MFD
 - C. PFD
 - D. HUD
9. SAS/AP Cut disengages which systems simultaneously?
- A. SAS only
 - B. SAS and AFCS
 - C. AFCS only
 - D. APU
10. The tail rotor actuator is part of which hydraulic system?
- A. Number 2 hydraulic system
 - B. Number 1 hydraulic system
 - C. Hydraulic reservoir
 - D. Hydraulic accumulator

Answers

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

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Explanations

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1. In forward flight, the Delta hinge system allows for _____.

- A. Yaw control
- B. Flapping**
- C. Pitch variation
- D. Roll stabilization

In forward flight, rotor blades must flap to balance lift across the disk because the advancing blade hits the air faster than the retreating blade. The Delta hinge system is a special hinge at the blade root that lets the blade move up and down—flap—without forcing large, unwanted motions in the rest of the rotor head. This flap motion helps relieve differential loads and keeps the rotor operating smoothly. Yaw control, pitch variation, and roll stabilization are handled by other mechanisms and controls: yaw is about directing the aircraft's heading, pitch variation comes from cyclic pitch changes to the blades, and roll stabilization involves lateral stability controls. The Delta hinge's primary role is to enable flapping, which is why that option fits best.

2. The Freewheeling Unit (Clutch) prevents a reverse power flow from the main transmission to the engines.

- A. Overrun Clutch
- B. Release Valve
- C. Torque Divider
- D. Freewheeling Unit (Clutch)**

The main idea here is preventing backflow of power from the transmission into the engine by decoupling them when needed. A freewheeling unit acts like a clutch between the engine and the transmission that can disengage the engine from the drivetrain, so the wheels or transmission turning won't push torque back into the engine. This keeps the engine from being forced to spin by the transmission and lets it idle or coast smoothly. While an overrun clutch also blocks backward torque in some setups, the freewheeling unit is the component specifically described for this behavior—isolating the engine from the drivetrain. Release valves control hydraulic pressure, not the backflow path, and torque dividers simply split torque and do not provide isolation.

3. Which statement best describes the rotor brake system's purpose?

- A. To slow rotor during landing
- B. To stop the main rotor as quickly as possible after engine shutdown**
- C. To adjust rotor speed during hover
- D. To engage during takeoff

The rotor brake is there to stop the main rotor quickly after the engine is shut down. When power is removed, the rotor can keep turning due to inertia and wind, a phenomenon called windmilling. Without a brake, the rotor would slow down gradually, which can cause safety concerns during maintenance, increase wear, and complicate restarting procedures. Engaging the rotor brake brings the rotor to a halt promptly, securing the aircraft for parked or serviced conditions. It isn't about slowing rotor during landing, adjusting rotor speed in hover, or engaging during takeoff, which are controlled by other flight systems and procedures.

4. The component that provides a constant resistance to tail rotor pedal input to prevent over-control is which?

- A. Pitch Change Link
- B. Hydraulic pump
- C. Landing light switch

D. Yaw Brake

Pedal input to the tail rotor must be moderated so the helicopter doesn't react too abruptly to small commands. A yaw brake provides a constant resistance to tail rotor pedal movement, which dampens the pedal action and limits how quickly yaw can change. This makes heading changes smoother and prevents over-control from minor inputs. The pitch change link is the part that translates pedal movement into tail rotor blade pitch changes, not a brake or damper; the hydraulic pump serves hydraulic systems, not a pedal-damping device; the landing light switch is unrelated to tail rotor control.

5. Which control is used to operate the landing light on or off?

- A. Wiper
- B. Trim switch
- C. Landing light switch**
- D. Pitch Change Link

The main idea is recognizing which cockpit control actually toggles the landing lights. Landing lights are turned on or off with a dedicated landing light switch, the switch designed for that purpose. The wiper control is for windshield wipers, not lighting. The trim switch adjusts the stabilizer trim to influence pitch, not lights. The pitch change link is part of the elevator control mechanism, not a lighting control. So the landing light switch is the correct control for operating the landing light.

6. The purpose of the Fuel Vent System is to keep the fuel tanks _____ under all operating conditions.

- A. Unpressurized**
- B. Pressurized
- C. Ventilated
- D. Sealed

Keeping the fuel tanks at ambient pressure is the key idea. The fuel vent system allows air to enter and vapors to escape so the tanks don't build up pressure as the fuel expands or is consumed. This keeps the tanks effectively unpressurized under all operating conditions. If the tanks were sealed, pressure could build up and cause safety issues; if they were meant to be pressurized, that would add unnecessary stress to the structure; simply saying they're ventilated doesn't emphasize the purpose of maintaining near-atmospheric pressure.

7. The Gas Generator High Pressure Section provides which functions?

- A. Provides only expansion
- B. Provides the second stage of compression, combustion, and first stage of expansion**
- C. Provides second stage of compression
- D. Provides cooling

The main idea here is what the gas generator high pressure section actually includes in a gas turbine. This section consists of the high pressure compressor, the combustor, and the high pressure turbine. That means it handles the second stage of compression (after the low pressure compressor), it carries out the combustion where fuel is burned to add energy, and it begins the expansion process with the first stage of expansion in the turbine. This combination—second stage compression, combustion, and the first expansion stage—is why the correct answer fits. The other possibilities miss some of these functions: expansion alone isn't the whole story, and cooling isn't a defining role of this section.

8. Which display would show the VAR NR caution when torque split exceeds threshold?

- A. CAD**
- B. MFD
- C. PFD
- D. HUD

The key idea is where cautions and advisories are shown in the cockpit. A VAR NR caution signaling that torque split has exceeded its threshold is a system warning that pilots need to notice quickly and act on, without it distracting normal flight data. The dedicated caution/advisory display (CAD) is designed exactly for this purpose: it centralizes non-emergency warnings so the crew can see and respond to them promptly. The primary flight display shows attitude, airspeed, and altitude and isn't meant to carry system warnings. The multifunction display can show system pages, but cautions are routed to the CAD to ensure consistent, prioritized annunciations. The head-up display focuses on flight path and minimal alerts, not a full caution list. So, the VAR NR caution is best shown on the CAD because it's the centralized place for such alerts, helping the crew recognize and react to system warnings efficiently.

9. SAS/AP Cut disengages which systems simultaneously?

- A. SAS only
- B. SAS and AFCS**
- C. AFCS only
- D. APU

The switch in question is meant to instantly disable automatic flight control support and stabilization. When you cut SAS/AP, you're turning off both the Stabilizer Augmentation System and the Automatic Flight Control System at the same time, giving the pilot full manual control without any automatic stabilization or autopilot inputs. The APU is a separate power unit and isn't controlled by this switch, so it remains unaffected. This is why the correct interpretation is that both SAS and AFCS disengage together.

10. The tail rotor actuator is part of which hydraulic system?

A. Number 2 hydraulic system

B. Number 1 hydraulic system

C. Hydraulic reservoir

D. Hydraulic accumulator

Controlling tail rotor pitch relies on a servo actuator that uses hydraulic pressure to move the blades. To keep yaw control reliable, helicopters use two independent hydraulic circuits. The tail rotor actuator is connected to the second hydraulic system, which powers that control and other critical actuators, so it remains available even if the first system has a failure. The reservoir and accumulator are parts of the hydraulic system that store fluid or pressure; they don't move the tail rotor themselves. So the tail rotor actuator belongs to the second hydraulic system.

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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://commoncoregroundschool2.examzify.com>

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

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