# Contact Check Ride Practice Test (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. What is the specified airspeed range for a low-speed emergency descent?**

**A. 60 - 80 knots**

**B. 70 - 90 knots**

**C. 90 - 110 knots**

**D. 50 - 70 knots**

**2. Where would you reference OGE maneuvers in training materials?**

**A. Instrument Takeoff**

**B. Sling Loads**

**C. ATM Chapter 4**

**D. Flight Manual**

**3. When the CD Release is pressed, which autopilot modes are suspended?**

**A. Bank Angle Hold and Heading Hold**

**B. Velocity, Decel, PSN, LVL**

**C. FD lateral and longitudinal coupling**

**D. Pitch Hold and Altitude**

**4. In a roll-on, what is the maximum nose-high pitch attitude allowed at touchdown?**

**A. 20 degrees**

**B. 10 degrees**

**C. 30 degrees**

**D. 5 degrees**

**5. When does flight time end for an army aviator?**

**A. Wheels off the ground**

**B. Engine stopped or crew swap**

**C. Landing**

**D. Mission complete**

**6. What can you ask to fly into severe turbulence for?**

**A. Essential for training or mission**

**B. Departed immediately**

**C. For recreational purposes**

**D. Because weather looks rough**

**7. During a low-speed emergency descent, what is the maximum bank angle?**

**A. Up to 30 degrees**

**B. Up to 45 degrees**

**C. Up to 60 degrees**

**D. Up to 75 degrees**

**8. If flight is to be made into known or forecasted moderate icing what does it need?**

**A. Operational de-icing and anti-icing**

**B. Extra fuel**

**C. Ground observers**

**D. Higher power setting**

**9. Which statement is a standard for taxiing?**

**A. Maintain a constant speed appropriate for conditions.**

**B. Do not exceed ground control limits.**

**C. Maintain the desired ground track.**

**D. All of the above.**

**10. In a roll-on, at what altitude should you begin establishing a decelerative attitude?**

**A. No lower than 100 feet AHO.**

**B. 50 feet AGL.**

**C. 200 feet AGL.**

**D. 10 feet AGL.**

# Answers

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

# Explanations

## 1. What is the specified airspeed range for a low-speed emergency descent?

**A. 60 - 80 knots**

**B. 70 - 90 knots**

**C. 90 - 110 knots**

**D. 50 - 70 knots**

**In a low-speed emergency descent, the aim is to get down quickly while staying controllable. You want an airspeed that's above stall so you don't lose elevator authority and stability, but not so fast that you risk overspeed or reduced control near the ground. For many light airplanes, about 70 to 90 knots provides that safe balance: it yields a solid descent rate and maintains enough maneuvering and elevator effectiveness to keep the aircraft controllable. The exact speed depends on weight, configuration, and the airplane type, but 70–90 knots is a common guideline for this maneuver. Speeds significantly lower can bring you too close to stall, while speeds much higher can push you toward structural limits or compromised control, particularly at low altitude.**

## 2. Where would you reference OGE maneuvers in training materials?

**A. Instrument Takeoff**

**B. Sling Loads**

**C. ATM Chapter 4**

**D. Flight Manual**

**OGE maneuvers are a hover/performance task in rotorcraft training, so they're documented where flight training standards and procedures are laid out. The Aircrew Training Manual is the reference that organizes maneuvers, standards, and evaluation criteria for training missions. Chapter 4 specifically covers those hover and performance maneuver topics, which is why it's the place you'd reference OGE maneuvers in training materials. The other topics aren't the right home for this reference. Instrument takeoff focuses on instrument procedures for takeoffs, sling loads cover external-load operations, and the Flight Manual is the aircraft's official operating document rather than the training framework that prescribes maneuvers and their evaluation.**

## 3. When the CD Release is pressed, which autopilot modes are suspended?

**A. Bank Angle Hold and Heading Hold**

**B. Velocity, Decel, PSN, LVL**

**C. FD lateral and longitudinal coupling**

**D. Pitch Hold and Altitude**

**Pressing the CD Release frees the autopilot from the speed and navigation-related commands it's actively enforcing, so you can manually control the airplane without the autopilot trying to hold a target airspeed, a commanded deceleration, a fixed position, or a level attitude. Those four modes—velocity (speed control), decel (deceleration target), PSN (position hold), and LVL (level hold)—are the ones that are suspended. Other autopilot functions, such as lateral bank angle or heading control, flight director guidance, or vertical modes like pitch hold or altitude, are not canceled by this action, so they remain available as you fly manually or as the guidance system continues to provide cues.**

## 4. In a roll-on, what is the maximum nose-high pitch attitude allowed at touchdown?

**A. 20 degrees**

**B. 10 degrees**

**C. 30 degrees**

**D. 5 degrees**

**In a roll-on landing the goal is to touch down on the main landing gear first and then let the nose wheel settle down smoothly. The maximum nose-high pitch attitude at touchdown is about twenty degrees. This limit gives enough nose-up attitude to keep the airplane stable during the initial contact and rollout, while avoiding excessive loading on the nose gear, poor visibility, or control problems that can come with a steeper pitch. Going higher than this makes the rollout riskier and can lead to abrupt pitch changes or structural/component stress; going too shallow can cause floating or an unstable touchdown.**

## 5. When does flight time end for an army aviator?

**A. Wheels off the ground**

**B. Engine stopped or crew swap**

**C. Landing**

**D. Mission complete**

**Flight time ends when the engine is stopped or a crew swap occurs. This marks the point at which the aircraft is no longer under the flying aviator's control and the aircraft is no longer in active flight for that crew member. Starting time is wheels off the ground, so that event clearly marks the beginning. Landing isn't the formal end because the log account is tied to the engine being shut down; after landing the engine is typically still running for postflight checks, and a crew swap would immediately end the current aviator's log for that sortie. Mission complete is too vague and doesn't define a concrete, auditable moment in the flight log.**

## 6. What can you ask to fly into severe turbulence for?

**A. Essential for training or mission**

**B. Departed immediately**

**C. For recreational purposes**

**D. Because weather looks rough**

**The main idea is that intentionally flying into severe turbulence is only justified when it serves a necessary training objective or a mission. In everyday operations, pilots avoid known severe weather and seek to stay clear of rough air. Entering turbulence for recreational reasons or simply because the forecast looks rough isn't appropriate. So the best justification is that it's essential for training or a mission, which is the situation that would warrant admission to—or planning for—turbulent conditions.**

## 7. During a low-speed emergency descent, what is the maximum bank angle?

**A. Up to 30 degrees**

**B. Up to 45 degrees**

**C. Up to 60 degrees**

**D. Up to 75 degrees**

**In a low-speed emergency descent, you want to descend quickly but stay controllable and within safe aerodynamic limits. Bank angle directly changes how much load your wings must carry. As you bank, the load factor increases roughly as 1/cos(phi). At about 60 degrees, the airplane is pulling about 2 g. That higher load factor raises the stall speed (stall speed grows with the square root of load factor), so you have less margin before you reach a stall if your airspeed drops. Steeper banks also reduce your ability to recover quickly if you encounter a gust or need to level off. So, 60 degrees is the practical upper limit: it provides a reasonable descent rate while keeping you within safe control and stall margins. Going steeper, like 75 degrees, makes control and recovery much more difficult and increases stall risk, which isn't desirable in an emergency descent. The lower options (30 or 45 degrees) give less descent rate and aren't the standard recommended maximum for safety.**

## 8. If flight is to be made into known or forecasted moderate icing what does it need?

**A. Operational de-icing and anti-icing**

**B. Extra fuel**

**C. Ground observers**

**D. Higher power setting**

**When flying into known or forecasted moderate icing, you must have operational ice protection: the ability to both prevent ice from forming and to remove ice that has already accumulated. Anti-icing systems keep ice from building up on critical surfaces, while de-icing systems remove ice so aerodynamics remain effective. In icing conditions, ice on wings and control surfaces can rapidly reduce lift and increase drag, potentially leading to a stall or loss of control, so having functioning ice protection and knowing how to use it is essential for safety. Other options don't address the core hazard: extra fuel doesn't prevent ice buildup, ground observers aren't required for icing, and simply increasing power isn't a reliable substitute for proper ice protection.**

## 9. Which statement is a standard for taxiing?

**A. Maintain a constant speed appropriate for conditions.**

**B. Do not exceed ground control limits.**

**C. Maintain the desired ground track.**

**D. All of the above.**

**Taxying safely relies on a combination of three practical standards: control your speed, obey any ground control limits, and stay on the intended ground path. Keeping a constant speed appropriate for conditions helps you react smoothly to turns, wind gusts, or other traffic and to stop in time if needed. Not exceeding ground control limits prevents conflicts with other aircraft and vehicles and keeps you within the approved taxi flow. Maintaining the desired ground track means you stay on the taxiway centerline, reducing the chance of veering into a grass area, another taxiway, or a parked aircraft. Together, these habits cover the essential aspects of taxiing, so all of these statements reflect standard taxiing practice.**

## 10. In a roll-on, at what altitude should you begin establishing a decelerative attitude?

**A. No lower than 100 feet AHO.**

**B. 50 feet AGL.**

**C. 200 feet AGL.**

**D. 10 feet AGL.**

**In a roll-on, you're shaping your energy and flight path to touch down smoothly, so you want to set up the decelerative attitude with enough margin to adjust and confirm everything you need before touchdown. Beginning the decelerative attitude no lower than 100 feet AHO gives you that margin to pitch to the decelerated configuration, trim, and manage airspeed safely while still above the landing zone. If you wait until too low—like 50 feet or 10 feet—you risk being unable to recover or make a clean adjustment if anything changes, which increases the chance of a rough touchdown. Starting earlier, such as at 200 feet AGL, isn't as efficient for this maneuver because it delays the deceleration phase too long, potentially affecting energy management and alignment. So, 100 feet AHO is the balance point that provides control, safety, and a smoother rollout.**

# 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://contactcheckride.examzify.com**

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