

CONTACT CHECK RIDE PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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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 the low-speed emergency descent, what is the thrust setting?**
 - A. NR 104%
 - B. NR 102%
 - C. NR 100%
 - D. NR 98%

- 2. In instrument approaches, what does a LOC (localizer) approach primarily provide guidance for?**
 - A. Lateral guidance only, providing horizontal alignment to the runway.
 - B. Vertical guidance via glideslope.
 - C. A localizer or instrument landing system approach; used in instrument conditions or to demonstrate instrument approach procedures during testing.
 - D. Course guidance combined with pitch guidance.

- 3. What are the consequences of forward CG versus aft CG on stability and stall characteristics?**
 - A. Forward CG generally improves stability and increases stall speed; aft CG can reduce stability but may increase cruise performance.
 - B. Forward CG reduces stability but increases climb rate.
 - C. Aft CG improves stability and increases stall speed.
 - D. CG position has no effect on performance.

- 4. Which indicator best describes cylinder head temperature or exhaust gas temperature in engine monitoring?**
 - A. Cylinder head temperature indicators and exhaust gas temperature indicators.
 - B. Airspeed indicator and altimeter.
 - C. Fuel gauge and oil pressure gauge.
 - D. GPS altitude and magnetic variation indicator.

- 5. Pressing the CD Release disengages which autopilot modes?**
 - A. Bank Angle Hold and Heading Hold
 - B. Pitch Hold and Altitude
 - C. Velocity and Decel
 - D. FD lateral and longitudinal coupling

- 6. What are the minimum visibility and cloud clearance for helicopter special VFR?**
- A. 1/2 SM vis; Clear of clouds
 - B. 3 SM vis; scattered clouds
 - C. 5 SM vis; overcast
 - D. 1 SM vis; broken clouds
- 7. Which of the following is a standard for selecting takeoff type in VMC takeoff procedures?**
- A. Properly Clear the ACFT.
 - B. Ensure FD cues are displayed accurately.
 - C. Select type of T/O: Normal, Vertical, Level Acceleration.
 - D. Maintain ground track alignment with T/O direction.
- 8. What is the safety-focused purpose of a steep turn and what should you monitor?**
- A. To maximize turn rate and minimize altitude variation; maintain constant altitude.
 - B. To practice engine-out procedures during a turn.
 - C. To demonstrate coordinated control and bank angle management; monitor altitude, airspeed, and adequate altitude margin to recover.
 - D. To descend rapidly while turning.
- 9. What is the correct rationale for reading back ATC clearance and instructions on a check ride?**
- A. To fill time in radio transmission.
 - B. To request a different clearance.
 - C. To confirm that the clearance and instructions are understood.
 - D. To challenge ATC if uncertain.
- 10. What is the difference between maintenance records and flight logs?**
- A. Maintenance records document airworthiness actions; flight logs document hours flown and PIC status.
 - B. Maintenance records track pilot certificates; flight logs track weather.
 - C. Maintenance records are optional; flight logs are mandatory in all cases.
 - D. Flight logs contain only fuel data.

Answers

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

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Explanations

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1. In the low-speed emergency descent, what is the thrust setting?

- A. NR 104%
- B. NR 102%**
- C. NR 100%
- D. NR 98%

During a low-speed emergency descent, the goal is to descend safely and controlled while avoiding a stall, so you need enough thrust to keep the airplane from losing airspeed as you descend. Setting the engines at a little above the reference speed—specifically NR 102%—gives a small power margin. That extra thrust helps compensate for lower airspeed, higher drag, and small variations in engine performance or instrument indication, keeping you on the desired descent path without fighting for power. Too little thrust wouldn't provide enough margin to maintain control, while too much thrust could push the engine beyond what's appropriate for this maneuver. So NR 102% is the balanced setting that provides the necessary margin within safe limits.

2. In instrument approaches, what does a LOC (localizer) approach primarily provide guidance for?

- A. Lateral guidance only, providing horizontal alignment to the runway.**
- B. Vertical guidance via glideslope.
- C. A localizer or instrument landing system approach; used in instrument conditions or to demonstrate instrument approach procedures during testing.
- D. Course guidance combined with pitch guidance.

The main idea being tested is what a localizer approach provides in flight guidance. A localizer gives horizontal, not vertical, guidance. It transmits a course that your navigation instruments show as deviation left or right of the runway centerline, helping you stay on the runway approach path. There is no vertical path information with a LOC-only approach, so you won't see a glideslope on your instruments. If you need vertical guidance, you rely on the glideslope when part of an ILS, or you follow published altitudes/step-down fixes to descend on non-precision approaches. So the LOC approach's primary function is lateral course guidance to the runway.

3. What are the consequences of forward CG versus aft CG on stability and stall characteristics?

- A. Forward CG generally improves stability and increases stall speed; aft CG can reduce stability but may increase cruise performance.**
- B. Forward CG reduces stability but increases climb rate.
- C. Aft CG improves stability and increases stall speed.
- D. CG position has no effect on performance.

Moving the center of gravity forward makes the airplane more pitch-stable. The weight being ahead of the lift forces creates a stronger restoring moment if the nose pitches up or down, so the aircraft tends to return to level flight more readily. To maintain level flight with a forward CG, the tail must push downward harder to balance, which adds downforce and drag. That extra demand on the wing lift and the reduced elevator authority available to control pitch near the stall means you reach the stall at a higher airspeed. So stability goes up and stall speed goes up as the CG moves forward. Shifting the CG aft reduces this restoring tendency, so the airplane becomes more pitch-sensitive and less stable. The tail-down force decreases, drag can drop, and cruise performance can improve, but stability and controllability near the stall become more marginal. That's why the option describing forward CG as improving stability and increasing stall speed, with aft CG reducing stability while offering potential cruise improvements, is the best fit.

- 4. Which indicator best describes cylinder head temperature or exhaust gas temperature in engine monitoring?**
- A. Cylinder head temperature indicators and exhaust gas temperature indicators.
 - B. Airspeed indicator and altimeter.
 - C. Fuel gauge and oil pressure gauge.**
 - D. GPS altitude and magnetic variation indicator.

In engine monitoring, you track thermal health with dedicated temperature indicators: cylinder head temperature indicators and exhaust gas temperature indicators. These gauges provide direct readings of the engine's heat state—the cylinder head temperature shows how hot the cylinders are getting, while the exhaust gas temperature reveals the temperature of the exhaust gases leaving the engine. Together they help you detect overheating, cooling problems, or improper fuel/air mixture. The other instrument groups don't measure these engine temperatures. Airspeed indicators and altimeters are about flight performance and altitude, not engine heat. Fuel gauges and oil pressure gauges monitor fuel quantity and oil system pressure, not cylinder head or exhaust gas temperatures. GPS altitude and magnetic variation indicators relate to navigation, not engine temperature.

- 5. Pressing the CD Release disengages which autopilot modes?**
- A. Bank Angle Hold and Heading Hold**
 - B. Pitch Hold and Altitude
 - C. Velocity and Decel
 - D. FD lateral and longitudinal coupling

The important idea is how autopilot control is separated by axes. The CD Release specifically disables the roll-related autopilot guidance, so the airplane stops following Bank Angle Hold and Heading Hold. You're left with vertical guidance, like Pitch Hold and Altitude, still available if those modes were engaged. So the correct choice is the pair that governs the roll axis. The other options refer to vertical modes or non-rolling functions that aren't disengaged by the CD Release.

- 6. What are the minimum visibility and cloud clearance for helicopter special VFR?**
- A. 1/2 SM vis; Clear of clouds**
 - B. 3 SM vis; scattered clouds
 - C. 5 SM vis; overcast
 - D. 1 SM vis; broken clouds

Special VFR for helicopters allows operating in controlled airspace when the weather is below standard VFR, as long as you have ATC clearance and stay visually referenced to the ground with minimal visibility. For rotorcraft, the minimums are half a mile of visibility and you must remain clear of clouds. Staying clear of any cloud ensures you maintain a continuous visual reference to the surface and obstacles, which is crucial when the visibility is very limited. Among the options, only the half-mile visibility with clear of clouds matches this rotorcraft-specific Special VFR minimum. The other scenarios imply cloud presence or higher visibility, which do not meet the helicopter Special VFR requirements.

7. Which of the following is a standard for selecting takeoff type in VMC takeoff procedures?

- A. Properly Clear the ACFT.
- B. Ensure FD cues are displayed accurately.
- C. Select type of T/O: Normal, Vertical, Level Acceleration.**
- D. Maintain ground track alignment with T/O direction.

In VMC takeoffs, the key choice is the takeoff profile you'll use. Selecting the takeoff type establishes how you'll initiate the climb—Normal, Vertical, or Level Acceleration—and this sets the exact procedure, speeds, and climb path you'll follow to meet obstacle clearance and performance requirements. Normal takeoff uses a standard liftoff and climb; Vertical takeoff implies an almost vertical departure to satisfy tight runway or obstacle needs; Level Acceleration means you roll and accelerate to a specific speed with a level attitude before transitioning to climb. This profile choice is the framework your procedure relies on to plan and execute the takeoff safely. The other actions—you ensuring the area is clear, verifying flight director cues, or keeping the ground track aligned with the takeoff direction—are all important safety checks and navigation steps, but they do not determine the takeoff profile itself.

8. What is the safety-focused purpose of a steep turn and what should you monitor?

- A. To maximize turn rate and minimize altitude variation; maintain constant altitude.
- B. To practice engine-out procedures during a turn.
- C. To demonstrate coordinated control and bank angle management; monitor altitude, airspeed, and adequate altitude margin to recover.**
- D. To descend rapidly while turning.

Steep turns focus on your ability to keep the airplane under control with coordinated use of ailerons and rudder while managing a significant bank. The safety aspect comes from staying in proper coordination, controlling the bank angle, and being ready to recover to straight-and-level flight without getting into a stall or an excessive descent. While you're in the turn, you must monitor altitude to avoid losing more height than you can safely recover from, airspeed to prevent a stall as the bank increases, and have enough altitude margin to roll out and regain level flight safely. Keeping the ball centered and using coordinated control helps you maintain smooth, predictable flight throughout the maneuver, which is why this option is the best match for the safety-focused purpose. The other ideas aren't about maintaining coordination and recovery margins in a steep turn, which is why they aren't the right fit.

9. What is the correct rationale for reading back ATC clearance and instructions on a check ride?

- A. To fill time in radio transmission.
- B. To request a different clearance.
- C. To confirm that the clearance and instructions are understood.**
- D. To challenge ATC if uncertain.

Reading back ATC clearance and instructions is about confirming that you heard and understood exactly what was issued and ensuring both you and ATC are aligned. This practice helps catch miscommunications or mishearing before you act, which is critical for safety. On a check ride, it demonstrates that you can accurately reproduce the clearance, follow the assigned route and altitude, comply with any speed or holding instructions, and set the correct transponder code. It also provides a clear, verifiable record that you understood the instructions, and if anything is unclear, you can request clarification rather than proceeding on a misunderstanding. It's not about filling time or trying to obtain a different clearance, and you should not "challenge" ATC—if something isn't clear, ask for clarification.

10. What is the difference between maintenance records and flight logs?

- A. Maintenance records document airworthiness actions; flight logs document hours flown and PIC status.
- B. Maintenance records track pilot certificates; flight logs track weather.
- C. Maintenance records are optional; flight logs are mandatory in all cases.**
- D. Flight logs contain only fuel data.

Understanding what each record does helps you stay compliant. Maintenance records are the official history of airworthiness actions on the aircraft: inspections, repairs, parts replacements, servicing, and compliance with ADs. They show that the aircraft has been maintained according to regulations and provide a traceable record for future maintenance and audits. Flight logs, in contrast, capture the operational side: hours flown and the pilot in command for each flight, which are used to prove flight time, currency, and eligibility for certain operations and certifications. The idea that maintenance records are optional isn't accurate—regulations require keeping a documented history of airworthiness actions. Flight logs are not simply weather notes or miscellaneous data; they are the formal record of flight time and PIC status. So the essential distinction is clear: maintenance records track airworthiness actions; flight logs track flight time and crew information.

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!

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