

CORROSION IN AVIATION PRACTICE TEST (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 used where faying surfaces are being fastened together?**
 - A. A lubricant.
 - B. A sealant or jointing compound may be called for.
 - C. A structural adhesive only.
 - D. A paint primer.

- 2. What is the typical sequence for addressing corrosion discovered during inspection?**
 - A. Identify, document, isolate, determine severity, perform repairs or replacement per procedures, recoat, and re-inspect
 - B. Ignore and monitor only until the next scheduled inspection
 - C. Immediately replace all affected components regardless of severity
 - D. Dull the affected area and repaint without further inspection

- 3. What are pliable sealants and where are they used?**
 - A. Pliable sealants are usually in a putty form and packaged ready to use. These sealants never fully harden, hence the term pliable. They are used in areas where joints expand and contract.
 - B. Pliable sealants cure by chemical reaction when the catalyst is mixed with the base.
 - C. Pliable sealants are used for sealing fuel systems only.
 - D. Pliable sealants dry to a semi solid state and are typically one-part.

- 4. What is the function of sealants and primers in corrosion prevention?**
 - A. Sealants prevent moisture ingress in joints; primers improve adhesion and provide corrosion-inhibiting protection.
 - B. Sealants are decorative; primers only change color.
 - C. Sealants corrode themselves; primers remove corrosion.
 - D. They serve no protective function.

- 5. In aluminum skin repair, what step is performed after removing corrosion to sound metal?**
 - A. Apply corrosion inhibitor
 - B. Immediate paint
 - C. Do nothing
 - D. Replace entire skin

- 6. What orders the list of metals in order of their electrical potential?**
- A. The Nernst equation
 - B. The galvanic series
 - C. Pourbaix diagram
 - D. The corrosion chart
- 7. Before attempting removal of corrosion, affected areas cleaned of all paints, waxes, greases, oils and other substances using which mild solvent?**
- A. Acetone
 - B. Prepsol
 - C. Water and detergent
 - D. Mineral spirits
- 8. Filiform corrosion occurs as which feature?**
- A. Threadlike filaments under an organic coating
 - B. Cracking of coating edges
 - C. Pitting at coating surface
 - D. Fretting at interface
- 9. Before attempting corrosion removal, what should be cleaned from affected areas using a mild solvent such as Prepsol or Wax and Grease Remover?**
- A. Paints, waxes, greases, oils and other Substances
 - B. Only paints
 - C. Only greases
 - D. Only oils
- 10. What is a common aesthetic feature of anodized aluminum surfaces?**
- A. They are painted over to achieve color.
 - B. Often dyed for color.
 - C. They remain metallic silver.
 - D. They cannot be colored.

Answers

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

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Explanations

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1. What is used where faying surfaces are being fastened together?

- A. A lubricant.
- B. A sealant or jointing compound may be called for.**
- C. A structural adhesive only.
- D. A paint primer.

When two parts are joined, the surfaces that meet (faying surfaces) are often sealed to prevent moisture and contaminants from getting between them and to protect against corrosion. A sealant or jointing compound fills gaps and creates a barrier, making the joint watertight or airtight as needed and providing a smooth surface for finish coats. Lubricants are used to ease assembly and reduce galling, but they don't seal the joint. Paint primer protects exposed surfaces but isn't applied at the joint to seal faying surfaces. Structural adhesive may be used in some designs, but isn't the default solution for every joint. Therefore, using a sealant or jointing compound is the appropriate choice.

2. What is the typical sequence for addressing corrosion discovered during inspection?

- A. Identify, document, isolate, determine severity, perform repairs or replacement per procedures, recoat, and re-inspect**
- B. Ignore and monitor only until the next scheduled inspection
- C. Immediately replace all affected components regardless of severity
- D. Dull the affected area and repaint without further inspection

When corrosion is found, the right approach is a careful, stepwise process that treats safety and proper repairs as priorities. First, clearly identify and document the corrosion so its location, size, and type are known and traceable. Then isolate the area to prevent further spread or contamination and to protect surrounding structure. Next, determine the severity and extent to decide the appropriate action, such as repair, reinforcement, or replacement, using approved procedures and data. After deciding, perform the repairs or component replacement exactly as the procedures require, ensuring structural integrity is restored. Then recoat or apply the protective finish to restore corrosion protection. Finally, re-inspect to verify that the issue is resolved and to monitor for any recurrence. This sequence ensures containment, proper remediation, and verification, rather than delaying action, over-replacing without assessment, or simply repainting without addressing the underlying damage.

3. What are pliable sealants and where are they used?

- A. Pliable sealants are usually in a putty form and packaged ready to use. These sealants never fully harden, hence the term pliable. They are used in areas where joints expand and contract.
- B. Pliable sealants cure by chemical reaction when the catalyst is mixed with the base.
- C. Pliable sealants are used for sealing fuel systems only.
- D. Pliable sealants dry to a semi solid state and are typically one-part.

Pliable sealants are flexible, putty-like materials that stay soft and elastic after application. They're packaged ready to use and don't fully harden. This elasticity lets them seal joints that change size or shape with temperature changes, vibration, or movement, so the seal can flex without cracking. That combination of being ready-to-use and remaining pliable makes them ideal for joints that expand and contract. Two-part sealants cure by mixing a catalyst with a base, which isn't characteristic of pliable, ready-to-use putty-like sealants. Sealing fuel systems is not the only use for pliable sealants, so limiting them to fuel systems isn't correct. And describing them as drying to a semi-solid state and being typically one-part doesn't capture the essential pliability that lasts after curing.

4. What is the function of sealants and primers in corrosion prevention?

- A. Sealants prevent moisture ingress in joints; primers improve adhesion and provide corrosion-inhibiting protection.
- B. Sealants are decorative; primers only change color.
- C. Sealants corrode themselves; primers remove corrosion.
- D. They serve no protective function.

Sealants and primers work together to prevent corrosion by keeping moisture out and providing a protective coating. Sealants fill joints, seams, and fastener areas so water, salts, and other contaminants cannot penetrate into gaps where crevice corrosion or other moisture-driven attacks can start. Primers prepare the metal surface for the topcoat and add corrosion-inhibiting protection, often through pigments or inhibitors that slow or prevent rust and improve adhesion for the final finish. In aviation maintenance, primers commonly include active inhibitors (like zinc phosphate) that help shield the metal beneath the paint, while the sealant ensures a continuous moisture barrier at joints. This combination targets the two main corrosion pathways—moisture ingress and exposed metal surfaces—making it the best description of their protective function.

5. In aluminum skin repair, what step is performed after removing corrosion to sound metal?

- A. Apply corrosion inhibitor
- B. Immediate paint
- C. Do nothing
- D. Replace entire skin

After removing corrosion, the next essential step is to protect the freshly exposed aluminum by applying a corrosion inhibitor. This chemical treatment forms a protective film or conversion coating on the clean metal, slowing down future oxidation and reducing the chance of re-initiating corrosion. It also helps the upcoming primer and paint adhere properly and seal micro-pores that could trap moisture. Skipping this step or painting immediately without protection can leave the surface vulnerable to rapid corrosion. Replacing the skin is not warranted for this scenario if the remaining metal is sound.

6. What orders the list of metals in order of their electrical potential?

- A. The Nernst equation
- B. The galvanic series**
- C. Pourbaix diagram
- D. The corrosion chart

The main idea here is that metals and alloys are ranked by their tendency to corrode in a given electrolyte, which is captured by the galvanic series. This list orders metals from most active (anodic) to most noble (cathodic) in a specific environment. When two metals are joined and exposed to an electrolyte, the metal lower in the series tends to corrode first and act as the anode, while the metal higher in the series behaves as the cathode and is protected. The exact order can shift with different electrolytes, temperatures, or surface conditions, but the standard galvanic series is the reference used to predict galvanic corrosion in aviation materials—informing choices about fasteners, alloys, and coatings. The other options don't provide that direct ranking: the Nernst equation links electrode potential to ion activities but doesn't rank metals, Pourbaix diagrams map stability of species against pH and potential, and a corrosion chart is a general guide rather than a ranking system.

7. Before attempting removal of corrosion, affected areas cleaned of all paints, waxes, greases, oils and other substances using which mild solvent?

- A. Acetone
- B. Prepsol**
- C. Water and detergent
- D. Mineral spirits

Before removing corrosion, the surface must be free of oils, greases, waxes and other contaminants without damaging the metal or any coatings. A mild solvent that effectively dissolves these substances and dries quickly with little residue is ideal. Prepsol fits this role in aviation maintenance: it cleanly dissolves oils, greases and waxes, evaporates rapidly, and leaves a clean, dry surface ready for corrosion treatment. Acetone is more aggressive and can harm certain coatings or plastics; water with detergent often won't remove stubborn hydrocarbon residues; mineral spirits are milder but may not remove waxes or heavy oils as effectively and can leave a film. So Prepsol is the best choice for preparing the area before corrosion removal.

8. Filiform corrosion occurs as which feature?

- A. Threadlike filaments under an organic coating**
- B. Cracking of coating edges
- C. Pitting at coating surface
- D. Fretting at interface

Filiform corrosion is a form of corrosion that propagates under an intact organic coating, appearing as threadlike, worm like filaments beneath the coating. It starts where a small defect or pinhole in the coating lets moisture and ions get to the metal-coating interface. The corrosion then advances forward under the coating, producing narrow filamentous trails of corrosion products that grow beneath the coating and can emerge as fine lines on the coating surface. This behavior is distinct from surface pits, edge cracking of the coating, or fretting wear at the interface, which is why the threadlike under coating filaments best describe filiform corrosion.

9. Before attempting corrosion removal, what should be cleaned from affected areas using a mild solvent such as Prepsol or Wax and Grease Remover?

A. Paints, waxes, greases, oils and other Substances

B. Only paints

C. Only greases

D. Only oils

Cleaning all surface contaminants before corrosion removal is essential because any residue on the metal can hide underlying corrosion and interfere with subsequent treatment. A mild solvent like Prepsol or Wax and Grease Remover is used to strip away coatings and contaminants without attacking the metal. Therefore, all paints, waxes, greases, oils and other substances should be removed from the affected areas. Paints can conceal corrosion and block inspection; waxes and greases create barriers that prevent cleaners from reaching the metal; oils can leave films that affect subsequent treatments and inspections. If only one type is removed, other contaminants remain and the corrosion removal process won't be effective. So a complete cleaning of all these residues ensures the true condition of the surface is exposed and the process can proceed properly.

10. What is a common aesthetic feature of anodized aluminum surfaces?

A. They are painted over to achieve color.

B. Often dyed for color.

C. They remain metallic silver.

D. They cannot be colored.

Anodizing creates a porous oxide layer on aluminum that readily accepts dye. After sealing, the dye is trapped in the pores, giving durable color without masking the underlying protective layer. That's why a colored finish is the common aesthetic feature of anodized aluminum. If left uncolored, the natural finish can be metallic, and painting over the surface is not the typical method for achieving color because it can wear away or compromise the oxide.

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:

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

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