

EASA MODULE 11 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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. Severe kickback of the hydraulic hand pump handle during the normal intake stroke will indicate which of the following?**
 - A. The accumulator still contains its normal air charge and the hand pump cannot override it
 - B. The hand pump NRV is sticking open
 - C. The main system relief valve is set too high
 - D. The reservoir is empty
- 2. Rate of flow of oxygen is given in which units?**
 - A. lbs/min
 - B. L/lb
 - C. L/min
 - D. mL/min
- 3. Loose baggage is secured by using which of the following?**
 - A. telescoping modules
 - B. restraint straps
 - C. cargo nets
 - D. netting systems
- 4. Artificial or Q-feel units are used on:**
 - A. flying controls to reduce the amount of control movement in relation to speed
 - B. all flying controls to stop the pilot over stressing the aircraft
 - C. flying control systems to increase the resistance to pilot input movements or a range of movement in relation to the square of speed
 - D. to provide automatic trim and centering of control surfaces
- 5. For RAT ground testing, which facility is used to perform the test?**
 - A. backdrive facility
 - B. benchtest facility
 - C. wind tunnel
 - D. flight test rig

6. The yoke of the variable volume pump (swashplate) is in the vertical position at a certain stage of the pump's operation. Which statement describes this stage?
- A. maximum system pressure and maximum output
 - B. minimum system pressure and maximum output
 - C. maximum system pressure and minimum output
 - D. no relation
7. What is the purpose of the frise ailerons?
- A. To reduce adverse yaw.
 - B. To avoid wing flexing at high speed.
 - C. They are raised as spoilers when the WoW switch is triggered.
 - D. To increase wing lift.
8. The normal erection supply to mercury switches of the AH is disconnected:
- A. for the first 40 seconds after initially being switched on
 - B. when fast erection button is pressed
 - C. during turns
 - D. never
9. If the indications on the fuel system gauges were suspect, the fuel contents should be initially checked by:
- A. Using the dipsticks in conjunction with the aircraft attitude and specific gravity
 - B. Replacing the suspect gauge
 - C. Defuelling the aircraft then putting a known quantity of fuel in and checking the gauges
 - D. Reading the gauges more times to confirm
10. Tension is the stress of:
- A. Twisting
 - B. Shear
 - C. Elongation or stretch
 - D. Crushing or compression

Answers

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

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Explanations

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1. Severe kickback of the hydraulic hand pump handle during the normal intake stroke will indicate which of the following?

- A. The accumulator still contains its normal air charge and the hand pump cannot override it
- B. The hand pump NRV is sticking open**
- C. The main system relief valve is set too high
- D. The reservoir is empty

The motion of the handle on the intake stroke is governed by the inlet check valve (the non-return valve) in the pump head. If that valve sticks open, it can't hold the flow in the pump and prevent backflow toward the reservoir. As you pull the handle, fluid leaks back through the valve instead of staying in the pump to build pressure, and the sudden change in flow direction when the stroke ends or reseals produces a sharp, kickback feeling. In contrast, an empty reservoir would simply mean little or no fluid to draw, a relief valve set too high would lead to gradually increasing resistance rather than a sudden jerk, and a sticking discharge NRV would affect the discharge stroke and the way pressure is delivered, not cause a kickback during the intake stroke.

2. Rate of flow of oxygen is given in which units?

- A. lbs/min
- B. L/lb
- C. L/min**
- D. mL/min

Flow rate tells you how much gas passes a point per unit time. For oxygen delivered to a system or person, the practical and standard unit is liters per minute, because it directly describes the volume of oxygen provided each minute. Measuring in mass per minute (pounds per minute) would give weight flow, not the volume that's actually delivered to breathe. A ratio like liters per pound isn't a flow rate, and milliliters per minute would be far too small for typical oxygen delivery. So, liters per minute best represents the rate of flow.

3. Loose baggage is secured by using which of the following?

- A. telescoping modules
- B. restraint straps
- C. cargo nets**
- D. netting systems

To keep loose baggage from shifting, you need a restraint system that covers the whole area and can be anchored at multiple points. Cargo nets provide exactly that: a flexible net that is stretched over the items and attached to several fixed points, creating a barrier that restrains movement in all directions and distributes the forces if the aircraft jars or stops suddenly. This containment helps prevent damage to the baggage, other loads, and the aircraft, and it aids in maintaining overall safety and balance. Restraint straps alone are useful for securing individual items but don't offer the broad containment of a net for many loose pieces. Telescoping modules aren't a restraint method for baggage, and while netting systems is a related idea, cargo nets are the standard, purpose-built solution for securing loose baggage.

4. Artificial or Q-feel units are used on:

- A. flying controls to reduce the amount of control movement in relation to speed
- B. all flying controls to stop the pilot over stressing the aircraft
- C. flying control systems to increase the resistance to pilot input movements or a range of movement in relation to the square of speed**
- D. to provide automatic trim and centering of control surfaces

Artificial feel in the flying controls is about giving the pilot realistic feedback that matches the aircraft's speed. As speed increases, aerodynamic forces on the control surfaces grow roughly with the square of velocity, so without adjustment the controls would feel too light or too twitchy at high speed. A Q-feel (artificial feel) unit adds resistance to control input that also grows with speed, effectively modifying how hard it is to move the controls or how far they can move. This keeps the pilot's input proportional to the actual aerodynamic loads, helping to prevent overcontrol and making the handling consistent across speeds. It's a feel adjustment in the control system, not automatic trimming or a safety stop mechanism, which is why the best description is that these units increase resistance (or adjust movement range) in relation to speed squared.

5. For RAT ground testing, which facility is used to perform the test?

- A. backdrive facility**
- B. benchtest facility
- C. wind tunnel
- D. flight test rig

Ground testing a RAT focuses on validating its deployment, speed, and power output without relying on actual airflow. A backdrive facility provides an external drive that rotates the RAT turbine via its drive shaft, simulating the windmilling torque and allowing controlled loading to mimic flight conditions. This setup lets engineers verify the deployment sequence, confirm the turbine reaches the expected speed, ensure the hydraulic or electrical output operates as intended, and test safe retraction or stow under fault conditions, all on the ground with precise control. Other options don't fit this purpose: benchtest stands are for individual components rather than the integrated RAT system; wind tunnels test aerodynamics around models rather than functional RAT operation under load; a flight test rig is for in-flight testing rather than ground verification.

6. The yoke of the variable volume pump (swashplate) is in the vertical position at a certain stage of the pump's operation. Which statement describes this stage?

- A. maximum system pressure and maximum output
- B. minimum system pressure and maximum output
- C. maximum system pressure and minimum output**
- D. no relation

The key idea is how the swashplate angle sets the pump's displacement. When the yoke is in the vertical position, the tilt is at its minimum, so the piston travel per revolution is smallest. That means the pump's output flow is at its minimum. If the system is under a heavy load, the flow available isn't enough to satisfy the demand, and the pressure in the system climbs until it is limited by the relief valve. So you end up with maximum system pressure while the pump is delivering very little flow. That's why this stage is described as maximum pressure with minimum output. Increasing the swashplate tilt would raise displacement and flow, typically reducing the pressure for a given load until the relief valve is met.

7. What is the purpose of the frise ailerons?

- A. To reduce adverse yaw.
- B. To avoid wing flexing at high speed.
- C. They are raised as spoilers when the WoW switch is triggered.
- D. To increase wing lift.

Frise ailerons are built to reduce adverse yaw during a roll. The lower edge of the aileron protrudes below the wing trailing edge, which increases drag on the wing where the aileron is deflected upward. That extra drag helps yaw the nose in the same direction as the roll, rather than opposite to it, improving coordination between bank and yaw. It's a drag-based adjustment aimed at smoothing the turn rather than increasing lift or affecting wing flex or spoilers.

8. The normal erection supply to mercury switches of the AH is disconnected:

- A. for the first 40 seconds after initially being switched on
- B. when fast erection button is pressed
- C. during turns
- D. never

The situation tests how the attitude indicator handles sensor wiring during maneuvering. Mercury switches inside the artificial horizon are used to sense orientation and, in normal straight-and-level flight, receive the energising supply to keep the horizon bar stable. When the aircraft is in a turn, however, lateral acceleration and bank can cause the switch mechanism to respond to forces it shouldn't, leading to false or erratic horizon indications. To prevent this, the normal energising path to the mercury switches is deliberately disconnected during a turn. This keeps the indicator from reacting to the turn-specific forces and helps maintain a stable, reliable readout throughout the maneuver. Once the turn is completed and the flight returns toward straight and level, normal supply can be restored.

9. If the indications on the fuel system gauges were suspect, the fuel contents should be initially checked by:

- A. Using the dipsticks in conjunction with the aircraft attitude and specific gravity
- B. Replacing the suspect gauge
- C. Defuelling the aircraft then putting a known quantity of fuel in and checking the gauges
- D. Reading the gauges more times to confirm

When fuel gauges show suspect indications, the priority is to restore reliability by replacing the suspect gauge with a known-good unit. A faulty instrument can give false fuel readings, which risks running out of fuel or overfilling, so the safest and most definitive action is to fit a known-good gauge to reestablish accurate measurement. Using dipsticks with aircraft attitude and specific gravity isn't a dependable primary method for confirming fuel quantity, since it depends on conditions and access to tanks and can be error prone. Defuelling and refuelling to calibrate the gauge is a lengthy, disruptive procedure and not an immediate corrective step, and simply reading the gauges more times does not fix a faulty instrument.

10. Tension is the stress of:

- A. Twisting
- B. Shear
- C. Elongation or stretch
- D. Crushing or compression

Tension is the stress produced when a material is pulled at its ends, causing it to elongate. When axial forces pull the ends apart, internal forces act to stretch the material along its length, creating tensile stress. This is different from twisting, which involves torsion and produces shear stresses as layers twist relative to each other. Shear is a parallel sliding stress, not a length change, while crushing or compression pushes the material inward along its length, shortening it. Therefore, elongation or stretch is the outcome of tensile loading, making it the best description of tension.

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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://easamodule11.examzify.com>

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

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