

Flight Surgeon Module D Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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. Team Coordination/Comms falls under which HFACS inadequacy category?**
 - A. Individual**
 - B. Leader**
 - C. Support**
 - D. Training**

- 2. What is the downtime for CS Gas exposure?**
 - A. 6hr**
 - B. 12hr**
 - C. 4hr**
 - D. 18hr**

- 3. The Mishap Board is divided into which factor teams?**
 - A. Human Factors and Materiel Factors**
 - B. Structural and Avionics**
 - C. Training and Logistics**
 - D. Safety and Operations**

- 4. Blood donation downtime after donating more than 200 ml is which of the following?**
 - A. 24 hours**
 - B. 48 hours**
 - C. 72 hours**
 - D. 96 hours**

- 5. In a mishap investigation, the Flight Surgeon prepares which aspect?**
 - A. Recovers Human Remains**
 - B. Rebuild the aircraft**
 - C. Audit the budget**
 - D. Schedule training**

- 6. How long is the typical Mishap Investigation?**
- A. 10 Days**
 - B. 21 Days**
 - C. 30 Days**
 - D. 60 Days**
- 7. Which of the following is NOT a CREEP component?**
- A. Container**
 - B. Restraints**
 - C. Energy Absorptive Materials**
 - D. Engine**
- 8. Which of the following is an example of a natural manner of death?**
- A. Natural Disease**
 - B. Homicide**
 - C. Suicide**
 - D. Unnatural Accident**
- 9. Which is an example of an Individual System Inadequacy?**
- A. State of Mind Conditions**
 - B. Ineffective Planning**
 - C. Resource Support Problems**
 - D. Training system inadequacies**
- 10. Who is the proponent of AR 40-8?**
- A. Surgeon General**
 - B. Chief of Staff, Army**
 - C. Deputy Secretary of Defense**
 - D. Army Medical Command**

Answers

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

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Explanations

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1. Team Coordination/Comms falls under which HFACS inadequacy category?

- A. Individual**
- B. Leader**
- C. Support**
- D. Training**

Team Coordination and communications are fundamentally shaped by how the leader manages the crew and tasks. In HFACS, deficiencies in leadership manifest as problems with how the team works together, how information is exchanged, and how responsibilities are defined and protected. When leadership is weak, procedures for coordination and clear communication aren't established or reinforced, crew members may hesitate to speak up, roles and handoffs aren't clearly delineated, and critical information isn't shared in a timely or accurate way. This is exactly what undermines effective coordination during operations, increasing the likelihood of errors. Strong leadership, by contrast, sets expectations for open, assertive communication, defines roles, enforces standard operating procedures, and ensures crew collaboration through practices like Crew Resource Management. That connection is why Team Coordination/Comms is categorized under Leader inadequacy.

2. What is the downtime for CS Gas exposure?

- A. 6hr**
- B. 12hr**
- C. 4hr**
- D. 18hr**

Downtime after CS gas exposure is the waiting period needed for irritant symptoms to subside and for any residual agent to dissipate before you can safely resume duties. CS gas causes rapid irritation of eyes, nose, and airways, with tearing, coughing, and burning. Even after immediate decontamination, vapors and residues can linger in clothing, equipment, and the environment, and some individuals may have delayed or prolonged symptoms. Because of these factors, about 12 hours is used as a standard window to ensure symptoms have resolved and the area is sufficiently off-gassed. If symptoms persist or worsen after this period, medical evaluation is needed. Shorter downtimes (like 4-6 hours) may be insufficient due to potential lingering effects, while longer downtimes (around 18 hours) exceed typical guidelines.

3. The Mishap Board is divided into which factor teams?

A. Human Factors and Materiel Factors

B. Structural and Avionics

C. Training and Logistics

D. Safety and Operations

In a mishap investigation, the board splits into two factor teams to cover what contributed to the incident from people and from the equipment/systems themselves. The first team, focused on human factors, looks at how people behaved and performed: decisions, procedures followed or skipped, training gaps, fatigue, communication, and crew coordination. The second team, focused on materiel factors, examines the hardware and its support: design flaws, maintenance and reliability issues, equipment failures, and how environmental conditions affected the systems. This division matters because it ensures both human performance and the technical aspects of the aircraft or system are thoroughly explored before deciding on corrective actions, such as training changes or design/maintenance improvements. Other groupings like structural and avionics refer to subsystems rather than the investigative footing of the teams; training and logistics are part of broader human or support areas but aren't the formal two-factor split; safety and operations are too broad and don't represent the standard two-factor structure used on the Mishap Board.

4. Blood donation downtime after donating more than 200 ml is which of the following?

A. 24 hours

B. 48 hours

C. 72 hours

D. 96 hours

Donating more than 200 mL removes a substantial amount of circulating blood, and the body needs time to restore volume and stabilize hemodynamics. Plasma volume typically recovers within a day or two, but achieving reliable cardiovascular stability for activities that require quick postural changes or physical exertion—such as flying duties—takes about three days. A 72-hour window provides enough time for the circulation to re-equilibrate, reducing the risk of dizziness, fainting, or puncture-site complications when returning to duty. Shorter intervals (24-48 hours) may be premature for full recovery, while waiting longer (96 hours) isn't generally necessary unless there are symptoms. So the downtime after donating more than 200 mL is 72 hours.

5. In a mishap investigation, the Flight Surgeon prepares which aspect?

- A. Recovers Human Remains**
- B. Rebuild the aircraft**
- C. Audit the budget**
- D. Schedule training**

In a mishap investigation, the Flight Surgeon handles medical and casualty aspects, including arranging and overseeing the proper recovery of human remains. This ensures humane handling, proper identification, and maintenance of the chain of custody for medical and investigative purposes. Rebuilding the aircraft is an engineering task, auditing the budget is a financial function, and scheduling training falls to operations or training teams. Thus, preparing the recovery of human remains best fits the Flight Surgeon's role in supporting medical oversight and investigative integrity.

6. How long is the typical Mishap Investigation?

- A. 10 Days**
- B. 21 Days**
- C. 30 Days**
- D. 60 Days**

Timing a Mishap Investigation focuses on being thorough yet timely. Investigators gather facts, interview involved personnel, inspect the aircraft and maintenance records, review data, and draft a solid factual report that supports safety improvements. The typical duration is within a few weeks, which gives enough time to complete the fact-finding and produce a credible report with actionable recommendations, while still delivering timely feedback for safety actions. Some incidents are straightforward and wrap up sooner, while others are more complex and may take longer, but the standard expectation matches this from-the-ground balance of accuracy and timeliness.

7. Which of the following is NOT a CREEP component?

- A. Container**
- B. Restraints**
- C. Energy Absorptive Materials**
- D. Engine**

CREEP components are the elements that protect crew during a crash by providing containment, restraining the occupant, and absorbing crash energy. The container acts as the protective shell surrounding the crew and gear, helping to contain occupants within a survivable space. Restraints, like seat belts or harnesses, secure the crew and help distribute crash forces across stronger parts of the body to reduce peak loads. Energy-absorbing materials, such as foam or crushable structures, deform under impact to lessen the deceleration forces transmitted to the occupants. The engine belongs to the propulsion system and is not involved in the occupant protection features described above. It does not contribute to containment, restraint, or energy absorption, so it is not a CREEP component.

8. Which of the following is an example of a natural manner of death?

- A. Natural Disease**
- B. Homicide**
- C. Suicide**
- D. Unnatural Accident**

The main idea here is that a natural manner of death occurs when death results from a disease process or other natural physiological failure, without external trauma or intentional harm. A natural disease is a clear example because the death comes from a medical condition rather than injury, poisoning, or the actions of another person. Homicide involves another person causing death, suicide is self-inflicted harm, and an accident implies an external, unintentional injury. So natural disease best fits the category of a natural manner of death.

9. Which is an example of an Individual System Inadequacy?

- A. State of Mind Conditions**
- B. Ineffective Planning**
- C. Resource Support Problems**
- D. Training system inadequacies**

An Individual System Inadequacy is a problem that originates from the person's own state or condition, not from processes, resources, or training in the organization. State of Mind Conditions are internal to the individual and can degrade performance by affecting attention, judgment, and decision-making. Fatigue, stress, or mood changes directly influence how a person perceives and responds to events, which is why this fits the category. The other options describe issues tied to planning, resource support, or the training system—all system or process deficiencies rather than the individual's internal state. So the example of an Individual System Inadequacy is State of Mind Conditions.

10. Who is the proponent of AR 40-8?

- A. Surgeon General**
- B. Chief of Staff, Army**
- C. Deputy Secretary of Defense**
- D. Army Medical Command**

The main concept here is who owns or drafts Army Regulations—the proponent. For medical topics, the proponent is the Office of the Surgeon General, the Surgeon General's office, which leads the Army Medical Department and sets policy on health services, medical readiness, and patient care. That makes AR 40-8 a regulation written and overseen by the Surgeon General. The other options aren't the regulatory owner: the Chief of Staff, Army oversees overall Army operations; the Deputy Secretary of Defense is a DoD-level civilian leader; Army Medical Command carries out medical programs but does not own the regulation.

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://flightsurgeonmodd.examzify.com>

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

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