Flight Surgeon Module D 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. The Class 3 supplement item listed is?

A. Edhedra /DMAA

B. Vitamin B12

C. Creatine

D. Omega-3

2. Which of the following is NOT one of the three M's of the aviation mishap?

A. Mission

B. Machine

C. Man/WoMan

D. Environment

3. 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

4. Which description best defines standards system inadequacies?

A. Standards that are unclear, impractical, inadequate or do not exist.

B. Standards that are perfectly clear and always applicable.

C. Standards that are optional and rarely used.

D. Standards that are outdated but fully available.

5. What is the downtime for CS Gas exposure?

A. 6hr

B. 12hr

C. 4hr

D. 18hr

6. Which exposure, besides simulator sickness, has a 12-hour downtime?

A. Centrifuge

B. CS Gas

C. Edhedra /DMAA

D. Simulator Sickness

7. How long is the typical Mishap Investigation?

A. 10 Days

B. 21 Days

C. 30 Days

D. 60 Days

8. At what echelon is the Gray Eagle MQ-1C UAS typically assigned?

A. Division level or at National Training Centers

B. Wing level

C. Squadron level

D. Theater level

9. HFACS defines an Error as ...

A. Intentional deviation

B. Normal accepted behavior that fails to achieve the desired outcome (unknown or unintended actions)

C. Deliberate deviation from standards, policy or SOP

D. Latent condition

10. Which list accurately states the four phases of Mishap Investigations?

A. Organization + Prelim Exam; Data Collection; Analysis + Deliberation; Completed Field Report

B. Organization + Prelim Exam; Data Collection; Risk Assessment; Completed Field Report

C. Data Collection; Analysis + Deliberation; Completed Field Report; Feedback

D. Organization + Prelim Exam; Data Gathering; Analysis; Final Report

Answers

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

Explanations

1. The Class 3 supplement item listed is?

A. Edhedra /DMAA

B. Vitamin B12

C. Creatine

D. Omega-3

Some supplements raise safety concerns for aircrew because they can cause strong physiological and cognitive effects that could impair performance. Ephedra-containing products, and specifically the stimulant DMAA, are known to significantly raise heart rate and blood pressure, increase the risk of tachyarrhythmias or stroke, and produce anxiety or insomnia. These effects are dangerous in flight, where rapid decision-making, stable cardiovascular function, and consistent vigilance are essential. Because of that, these ingredients are treated as high-risk and often require strict review or are banned in aviation medical standards. Other options listed—Vitamin B12, Creatine, and Omega-3 fatty acids—do not carry the same acute safety risks for most people. They're generally regarded as safe and don't trigger the same level of concern in flight-safety contexts. Therefore, the item classified as Class 3 among supplements is the Ephedra/DMAA-containing product.

2. Which of the following is NOT one of the three M's of the aviation mishap?

A. Mission

B. Machine

C. Man/WoMan

D. Environment

The idea being tested is recognizing the three primary categories used to analyze aviation mishaps. The three M's are Mission, Machine, and Man. Mission covers why the flight was undertaken, its objectives, constraints, and operational context. Machine refers to the aircraft and its systems—design, maintenance, performance, and failures. Man encompasses the people involved—their training, decision-making, workload, fatigue, and teamwork. Environment, while important as external factors like weather, terrain, and airspace, is not one of the three M's; it's often treated as a separate domain or added as a fourth category in broader safety models. Therefore, Environment is the correct choice as the item not part of the three M's.

3. 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.

4. Which description best defines standards system inadequacies?

A. Standards that are unclear, impractical, inadequate or do not exist.

B. Standards that are perfectly clear and always applicable.

C. Standards that are optional and rarely used.

D. Standards that are outdated but fully available.

Standards system inadequacies show up when the guidance is not clear enough to follow, not practical to apply in real work, incomplete in covering what's needed, or simply missing where it should exist. If standards are unclear, people don't know what's required or how to judge compliance. If they're impractical, they can't be implemented in the actual environment. If standards are inadequate, they fail to address essential safety or performance needs. If some standards don't exist for a situation, there's no baseline to measure against. Because of all these possibilities, the description that states standards are unclear, impractical, inadequate, or do not exist best captures what inadequacy means in a standards system. The other options describe different issues: being perfectly clear and always applicable is the opposite of inadequacy; being optional and rarely used points to adoption rather than quality of the standards themselves; and being outdated but fully available means they exist and can be accessed, though they may be stale, which is a narrower problem.

5. 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.

6. Which exposure, besides simulator sickness, has a 12-hour downtime?

A. Centrifuge

B. CS Gas

C. Edhedra /DMAA

D. Simulator Sickness

The key idea here is that some exposures require a rest period before you can safely return to flight duties, because symptoms or effects can linger even after the exposure ends. CS gas (tear gas) fits this because it irritates the eyes and airways, causing tearing, coughing, throat irritation, and potential bronchospasm. These effects can persist for several hours, so a 12-hour downtime is used to ensure symptoms subside and the crew member is again fully capable of performing in a demanding aviation environment. Centrifuge exposure mainly involves physical and vestibular strain that typically resolves with rest and doesn't have a standardized half-day stand-down. Edhedra/DMAA are stimulants with systemic effects, but they aren't defined here as having a 12-hour duty downtime in the same training or safety context. Simulator sickness is already the exposure referenced in the prompt, so the question asks for another exposure that carries the same 12-hour rest requirement.

7. 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.

8. At what echelon is the Gray Eagle MQ-1C UAS typically assigned?

A. Division level or at National Training Centers

B. Wing level

C. Squadron level

D. Theater level

The Gray Eagle MQ-1C is a large, long-endurance Army unmanned system whose ISR capabilities are most effectively employed at a division-level scope. Its persistent surveillance, data fusion, and support to multiple subordinate units require a command structure and planning horizon that span a division's area of operations. That's why this asset is typically assigned at the division echelon, where it can be integrated with other organic and attached forces to deliver battlefield-wide situational awareness and targeting information. National Training Centers also host division-scale operations, so Gray Eagle is commonly used there to emulate and train at that same level of operations. Wing-level assignments belong to Air Force structures, and theater-level or squadron-level placements don't fit the scale and support requirements of the Gray Eagle's mission. So division level or at National Training Centers is the standard placement for this UAS.

9. HFACS defines an Error as ...

A. Intentional deviation

B. Normal accepted behavior that fails to achieve the desired outcome (unknown or unintended actions)

C. Deliberate deviation from standards, policy or SOP

D. Latent condition

In HFACS, an Error is an unintentional action that fails to achieve the desired outcome. This category covers slip-like and mistake-type actions where the operator's behavior is still within what could be considered normal performance, but it goes wrong due to cognitive, perceptual, or knowledge gaps. The key idea is that the action was not deliberate or intended to violate rules; it happened by accident or misjudgment, leading to an undesired result. This distinguishes errors from violations, which are deliberate deviations from standards, SOPs, or policy. Latent conditions, on the other hand, are systemic factors at higher levels (organizational, environmental) that can contribute to errors but are not the immediate act itself. So the choice describing normal accepted behavior that fails to achieve the desired outcome—i.e., an unintended action that leads to an undesired result—best captures the concept of an Error in HFACS.

10. Which list accurately states the four phases of Mishap Investigations?

A. Organization + Prelim Exam; Data Collection; Analysis + Deliberation; Completed Field Report

B. Organization + Prelim Exam; Data Collection; Risk Assessment; Completed Field Report

C. Data Collection; Analysis + Deliberation; Completed Field Report; Feedback

D. Organization + Prelim Exam; Data Gathering; Analysis; Final Report

Mishap investigations follow a four-phase sequence: Organization and Preliminary Examination, Data Collection, Analysis and Deliberation, and the Completed Field Report. The first phase sets up the investigation—assembling the team, defining scope and authorities, securing the scene, and ensuring safety—so everyone knows their role and what the investigation is trying to accomplish. The second phase gathers all relevant evidence: logs, records, photos, instruments, and witness statements, building a complete picture of what happened. In the third phase, the team analyzes the collected information, identifies root causes and contributing factors, and considers what changes would prevent recurrence. The final phase produces the Completed Field Report, a formal document that presents findings, conclusions, root causes, corrective actions, and lessons learned for field and leadership use. The other options mix in elements that don't align with this standard four-phase flow (such as a separate risk assessment or a different final deliverable), or use wording that isn't part of the established sequence, so the four-phase progression ending with a Completed Field Report is the best fit.

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!