

Fort Drum Phase 2 Air Assault 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

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- 1. For a CH-47 dual hookup, how many signal men are required?**
 - A. 2 signal men**
 - B. 3 signal men**
 - C. 1 signal man**
 - D. 0 signal men**

- 2. Can a cargo hook be opened manually and automatically?**
 - A. Yes**
 - B. No**
 - C. Only manually**
 - D. Only automatically**

- 3. What is the rated capacity per wrap of the pressure sensitive tape?**
 - A. 60 LBS**
 - B. 100 LBS**
 - C. 40 LBS**
 - D. 80 LBS per wrap**

- 4. What is the cargo hook capacity for UH-60A and UH-60L/M respectively?**
 - A. UH-60A 8,000 LBS; UH-60L/M 9,000 LBS**
 - B. UH-60A 9,000 LBS; UH-60L/M 8,000 LBS**
 - C. UH-60A 7,000 LBS; UH-60L/M 7,500 LBS**
 - D. UH-60A 8,500 LBS; UH-60L/M 9,500 LBS**

- 5. Between the M1097 HMMWV (25k Apex) and the M149 Water Buffalo (10k Apex), which has the higher listed front link count?**
 - A. The M149 Water Buffalo (75 for 10k Apex)**
 - B. The M1097 HMMWV (60 for 25k Apex)**
 - C. The M149 Water Buffalo (60 for 10k Apex)**
 - D. The M1097 HMMWV (75 for 25k Apex)**

- 6. Which is heavier: M1097 HMMWV ACL or M1101 Trailer ACL?**
- A. M1101 Trailer ACL**
 - B. M1097 HMMWV ACL**
 - C. Both weigh the same**
 - D. Cannot be determined**
- 7. What is the empty weight of the 3 Fuel Blivet?**
- A. 800 LBS**
 - B. 900 LBS**
 - C. 825 LBS**
 - D. 850 LBS**
- 8. What is the empty weight of the A-22 aircraft?**
- A. 820 LBS**
 - B. 60 LBS**
 - C. 58 LBS**
 - D. 1,000 LBS**
- 9. Which configuration uses multiple single-point attachments to distribute the load?**
- A. Single-Point**
 - B. Multiple Single Point**
 - C. Side-by-Side**
 - D. Dual-Point**
- 10. What is the M1101 Trailer Empty Weight?**
- A. 1,460 LBS**
 - B. 1,940 LBS**
 - C. 3,400 LBS**
 - D. 5,600 LBS**

Answers

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

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Explanations

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1. For a CH-47 dual hookup, how many signal men are required?

- A. 2 signal men**
- B. 3 signal men**
- C. 1 signal man**
- D. 0 signal men**

In sling-load operations, signaling on the ground is used to coordinate the aircraft with the load. For a CH-47 dual-hook hookup, one signal man is all that's required because the two hooks move as part of a single load and can be guided by a single observer. This signaler maintains clear line of sight to both the rigging and the helicopter crew, using standard hand signals to communicate when to lift, hover, and settle. Additional signalers aren't needed for this configuration unless the load or mission becomes more complex (such as handling multiple independent loads or coordinating with multiple aircraft). Zero signal men would leave the crew without ground guidance. So, one signal man best fits a standard CH-47 dual-hook hookup.

2. Can a cargo hook be opened manually and automatically?

- A. Yes**
- B. No**
- C. Only manually**
- D. Only automatically**

A cargo hook is designed to be released in two ways: automatically from the cockpit or release panel, and manually at the hook itself when needed. The automatic release lets the crew drop the load with a switch or control in the aircraft, which is fast and controlled. The manual release provides a backup method in case the electrical or hydraulic system isn't available or when a hand release is required at the hook location. Because both methods are available, you can open the cargo hook manually or automatically.

3. What is the rated capacity per wrap of the pressure sensitive tape?

- A. 60 LBS**
- B. 100 LBS**
- C. 40 LBS**
- D. 80 LBS per wrap**

The main idea is knowing how much load a single wrap of pressure sensitive tape can safely hold. For this tape, the rated capacity is 80 pounds per wrap, meaning one complete wrap around a load is designed to secure up to 80 pounds of force. If the total load requires more than that, you'd add more wraps or use another securing method while keeping the load distributed and the adhesive in good contact. The other numbers don't match the tape's specification, so they don't reflect its actual per-wrap holding power. Therefore, the correct answer is 80 pounds per wrap.

4. What is the cargo hook capacity for UH-60A and UH-60L/M respectively?

- A. UH-60A 8,000 LBS; UH-60L/M 9,000 LBS**
- B. UH-60A 9,000 LBS; UH-60L/M 8,000 LBS**
- C. UH-60A 7,000 LBS; UH-60L/M 7,500 LBS**
- D. UH-60A 8,500 LBS; UH-60L/M 9,500 LBS**

External sling-load capacity is the maximum weight the helicopter's cargo hooks can safely carry during a sling-load mission. For the UH-60A, that limit is 8,000 pounds. The UH-60L and UH-60M variants have been upgraded to handle a heavier external load, with a 9,000-pound capacity. This reflects design and structural improvements that allow heavier sling loads. So the pair of capacities— UH-60A at 8,000 pounds and UH-60L/M at 9,000 pounds—matches the standard data used in planning and load operations.

5. Between the M1097 HMMWV (25k Apex) and the M149 Water Buffalo (10k Apex), which has the higher listed front link count?

- A. The M149 Water Buffalo (75 for 10k Apex)**
- B. The M1097 HMMWV (60 for 25k Apex)**
- C. The M149 Water Buffalo (60 for 10k Apex)**
- D. The M1097 HMMWV (75 for 25k Apex)**

The front link count is the numeric spec shown for a vehicle at a given Apex. For the M1097 HMMWV at 25k Apex, the front link count is 60. For the M149 Water Buffalo at 10k Apex, the front link count is 75. Since 75 is higher than 60, the Water Buffalo at 10k Apex has the higher listed front link count. (Other listed values for these models, such as 60 for different Apex levels, are lower than 75.)

6. Which is heavier: M1097 HMMWV ACL or M1101 Trailer ACL?

- A. M1101 Trailer ACL**
- B. M1097 HMMWV ACL**
- C. Both weigh the same**
- D. Cannot be determined**

ACL stands for the maximum weight of cargo a platform can safely carry. The M1097 HMMWV is a powered vehicle designed to haul crew and gear inside and on its bed, so its allowable cargo load is higher. The M1101 trailer, being a lighter, towed unit with smaller dimensions and axle ratings, can carry less cargo overall. So the heavier ACL belongs to the M1097 HMMWV.

7. What is the empty weight of the 3 Fuel Blivet?

- A. 800 LBS
- B. 900 LBS
- C. 825 LBS**
- D. 850 LBS

Empty weight is the weight of the item itself with nothing loaded—no fuel, no payload, just the bare hardware as built. For the 3 Fuel Blivet, the documented empty weight is 825 pounds. This value serves as the baseline used in weight and balance calculations before any fuel is added. The other numbers would reflect configurations or rounding that don't match the specified empty configuration, while 825 pounds represents the stated empty weight for this setup. When you then add fuel, you simply increase from that 825-pound baseline to get the total loaded weight.

8. What is the empty weight of the A-22 aircraft?

- A. 820 LBS
- B. 60 LBS
- C. 58 LBS**
- D. 1,000 LBS

Empty weight is the baseline weight of an aircraft, including the airframe, fixed systems, and essential fluids, but excluding any usable fuel or payload. It sets the starting point for calculating useful load and takeoff weight. For the A-22, that baseline is 58 pounds, reflecting a very light airframe with only the necessary fixed components and fluids. The other numbers would indicate a much heavier aircraft or include fuel or payload, which aren't part of empty weight. This is why 58 pounds best represents the empty weight.

9. Which configuration uses multiple single-point attachments to distribute the load?

- A. Single-Point
- B. Multiple Single Point**
- C. Side-by-Side
- D. Dual-Point

Distributing the load across several independent attachment points spreads the force, reducing stress at any single anchor and increasing overall stability and safety. Using multiple single-point attachments means each point shares a portion of the weight, creating a more balanced lift and better handling of dynamic loads during maneuvering. The configuration that achieves this is the one that employs several separate single-point attachments to share the load, rather than relying on just one point or a fixed two-point arrangement. A single attachment concentrates all load at one spot, while configurations with only two anchors don't distribute the weight as broadly, so they don't provide the same redundancy and load-sharing advantages.

10. What is the M1101 Trailer Empty Weight?

A. 1,460 LBS

B. 1,940 LBS

C. 3,400 LBS

D. 5,600 LBS

Knowing the trailer's empty weight is essential for planning loads. The empty weight is how much the trailer weighs by itself, with no cargo, fluids, or crew. For the M1101, that baseline is 1,460 pounds. This figure lets you determine how much payload you can safely add to reach the maximum allowable trailer weight. The other options are heavier because they include cargo or reflect a different, heavier configuration, not the weight of the trailer by itself. So the M1101 Trailer Empty Weight is 1,460 pounds.

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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://fortdrumphase2airassault.examzify.com>

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

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