

GENERAL A&P PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. Which statement is true regarding the use of FAA Form 337?**
 - A. FAA Form 337 is not authorized for use with other than US registered aircraft
 - B. FAA Form 337 is authorized for use with US registered aircraft located within the US
 - C. FAA Form 337 is authorized for use with both US and foreign registered aircraft
 - D. FAA Form 337 is not authorized for use with US registered aircraft
- 2. When towing an aircraft with a steerable nose wheel, what torque link lock setting is required?**
 - A. Full swivel
 - B. Locked
 - C. Partial
 - D. Off
- 3. One primary reason to avoid non-approved cleaning compounds when washing aircraft is that they can cause**
 - A. Hydrogen embrittlement in metal structures
 - B. Corrosion of aluminum
 - C. Shortened engine life due to soot
 - D. No effect
- 4. The square root of 124,992 is which of the following?**
 - A. 1118×10 to the negative second power
 - B. 353.54
 - C. 42.0
 - D. 15.0
- 5. In a hydraulic system, if the fluid pressure is 8010 PSI and the piston area is 10 square inches, the force exerted on the piston will be**
 - A. 8,010 pounds
 - B. 80,100 pounds
 - C. 801 pounds
 - D. 8 pounds

- 6. The useful load of an aircraft consists of the**
- A. crew, usable fuel, passengers, and cargo
 - B. crew only
 - C. fuel and oil
 - D. structure weight
- 7. Which numbering system is commonly used to locate positions along an aircraft fuselage, such as frames, stations, and bulkheads?**
- A. Section numbers
 - B. Station numbers
 - C. Frame numbers
 - D. Coordinate marks
- 8. Which type of corrosion attacks the grain boundaries of aluminum alloys when the heat-treatment process has been improperly accomplished?**
- A. Concentration cell
 - B. Intergranular
 - C. Fretting
 - D. Pitting
- 9. A certificated mechanic with a powerplant rating may perform a major repair to a propeller provided they have the necessary equipment.**
- A. Altimeter
 - B. Propeller
 - C. Airspeed indicator
 - D. Tachometer
- 10. The action required by an AD may take what form?**
- A. Inspection
 - B. Part replacement
 - C. Design modification
 - D. All of the above

Answers

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

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Explanations

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1. Which statement is true regarding the use of FAA Form 337?

- A. FAA Form 337 is not authorized for use with other than US registered aircraft**
- B. FAA Form 337 is authorized for use with US registered aircraft located within the US
- C. FAA Form 337 is authorized for use with both US and foreign registered aircraft
- D. FAA Form 337 is not authorized for use with US registered aircraft

Form 337 is the FAA document used to record major repairs or major alterations to an aircraft that is registered in the United States. Because it supports the U.S. airworthiness framework, this form is specifically tied to U.S.-registered aircraft and is not the standard document for foreign-registered aircraft. In other words, it isn't authorized for use with aircraft that are registered outside the United States; foreign-registered aircraft follow the procedures and forms required by their own aviation authority. Minor maintenance or routine changes don't require this form, but when a repair or alteration is significant enough to be considered major, the FAA Form 337 is the appropriate record for U.S.-registered aircraft.

2. When towing an aircraft with a steerable nose wheel, what torque link lock setting is required?

- A. Full swivel**
- B. Locked
- C. Partial
- D. Off

When a nose wheel is steerable, the torque link lock setting controls how freely the nose gear can steer while the aircraft is on the ground. For towing, you want the nose wheel to track the tow vehicle smoothly without being forced into a straight line. Setting the torque links to full swivel releases the steering lock and allows the nose wheel to rotate through its full range, so it can follow the towbar and vehicle easily. Locking or partially locking the torque links would restrict steering and can put abnormal loads on the gear and towbar during turns, and an "off" setting wouldn't guarantee the wheel has the needed freedom to steer. After towing, return the lock to the normal operating setting per the aircraft's procedures.

3. One primary reason to avoid non-approved cleaning compounds when washing aircraft is that they can cause

- A. Hydrogen embrittlement in metal structures**
- B. Corrosion of aluminum
- C. Shortened engine life due to soot
- D. No effect

The key idea is that non-approved cleaning compounds can introduce hydrogen into metal components, making them more prone to brittle failure. Hydrogen embrittlement occurs when hydrogen atoms diffuse into the crystal lattice of certain metals under stress, reducing ductility and causing microcracks that can grow into cracks or fractures. Aircraft structures and fasteners often use high-strength steels and alloys that are especially susceptible to this effect, so cleaners that release hydrogen or promote hydrogen uptake are a real safety concern. Approved cleaning products are formulated and tested to minimize this risk, as well as to avoid other damage like unwanted corrosion. While some improper cleaners could potentially corrode aluminum or leave problematic residues, the primary and most critical risk described here is hydrogen embrittlement of metal structures.

4. The square root of 124,992 is which of the following?

- A. 1118×10 to the negative second power
- B. 353.54**
- C. 42.0
- D. 15.0

Estimating a square root by comparing to nearby perfect squares is the key idea. The number 124,992 lies between 353^2 and 354^2 . Specifically, $353^2 = 124,609$ and $354^2 = 125,316$. So the square root must be between 353 and 354, and since 124,992 is closer to 353^2 , the root is just above 353. Using a quick interpolation: the distance from 353^2 to the target is $124,992 - 124,609 = 383$, and the distance between the two squares is $125,316 - 124,609 = 707$. The fraction is $383/707 \approx 0.541$, giving an estimate of $353 + 0.541 \approx 353.54$. Thus the square root is about 353.54. The other numbers are clearly not close to the correct magnitude (they would correspond to much smaller original numbers), so 353.54 is the best approximation.

5. In a hydraulic system, if the fluid pressure is 8010 PSI and the piston area is 10 square inches, the force exerted on the piston will be

- A. 8,010 pounds
- B. 80,100 pounds**
- C. 801 pounds
- D. 8 pounds

In a hydraulic system, the force a piston experiences is found by multiplying the fluid pressure by the piston's cross-sectional area. This is because pressure is the amount of force per unit area, so $\text{Force} = \text{Pressure} \times \text{Area}$. With 8010 psi and a piston area of 10 square inches, the force is $8010 \times 10 = 80,100$ pounds-force. The units line up since psi (pounds per square inch) times square inches yields pounds. So the piston exerts about 80,100 pounds of force. If the area were smaller, the force would scale down proportionally (for example, 8,010 pounds if the area were 1 in²). In real systems, inefficiencies can reduce the actual force, but the basic relationship remains the same.

6. The useful load of an aircraft consists of the

- A. crew, usable fuel, passengers, and cargo**
- B. crew only
- C. fuel and oil
- D. structure weight

Useful load is the portion of the airplane's weight that can be added on top of the empty weight to reach takeoff weight, and it consists of everything carried for flight that isn't fixed structure or equipment. This includes the crew and passengers, their baggage or any cargo, and the usable fuel needed for the flight. The airplane's structure weight is part of the empty weight, and oil isn't counted as part of the useful load. So the description that lists crew, usable fuel, passengers, and cargo matches the definition.

7. Which numbering system is commonly used to locate positions along an aircraft fuselage, such as frames, stations, and bulkheads?

- A. Section numbers
- B. Station numbers**
- C. Frame numbers
- D. Coordinate marks

Station numbers are used to locate points along the length of the fuselage by measuring distance from a fixed reference datum. This longitudinal labeling lets you pinpoint exact locations for components like frames, bulkheads, and other structure. Frames are cross-sectional rings that define a particular position, while bulkheads are placed at specific stations. Using station numbers provides a consistent, precise way to refer to any point along the fuselage, which is why it's the standard system for locating positions.

8. Which type of corrosion attacks the grain boundaries of aluminum alloys when the heat-treatment process has been improperly accomplished?

- A. Concentration cell
- B. Intergranular**
- C. Fretting
- D. Pitting

Intergranular corrosion is corrosion that travels along the grain boundaries of a metal. In aluminum alloys, improper heat treatment can cause second-phase precipitates to form at the grain boundaries during aging, creating a continuous network that becomes anodic to the grain interiors. This sets up micro-galvanic cells along the boundaries, so the dissolved metal preferentially attacks and propagates along those boundaries rather than through the grains themselves. This type of attack is especially likely in alloys that rely on precipitation hardening, where the aging process controls where and how precipitates form; when aging is off, boundaries become sites of weakness. Concentration-cell corrosion, fretting, and pitting involve different mechanisms. Concentration-cell corrosion depends on a gradient in ion concentration within the electrolyte, fretting arises from mechanical wear that removes protective films, and pitting is localized attack from a breakdown of the protective oxide at surface defects.

9. A certificated mechanic with a powerplant rating may perform a major repair to a propeller provided they have the necessary equipment.

- A. Altimeter
- B. Propeller**
- C. Airspeed indicator
- D. Tachometer

This question tests who is authorized to perform major repairs on a propeller. A certificated mechanic with a powerplant rating is allowed to work on propellers at a major repair level, as long as they have the necessary equipment and follow approved procedures. The propeller is part of the powerplant system, so work on it falls under powerplant certification, not under airframe or purely instrumentation tasks. The other items listed are flight instruments and gauges; they aren't involved in propeller repairs, so they're not relevant to this authorization.

10. The action required by an AD may take what form?

- A. Inspection
- B. Part replacement
- C. Design modification
- D. All of the above**

An Airworthiness Directive requires actions to correct an unsafe condition in an aircraft or its components, and those actions can take several forms. The directive may mandate an inspection to verify whether the condition exists or to assess its extent, replacement of parts that are worn or defective, or a design modification to eliminate the root cause and prevent recurrence. Often an AD may require more than one of these actions, or a combination of inspection, replacement, and modification, which is why all of the listed forms can be mandated. Compliance is mandatory and time-bounded, with specific instructions on how and when to perform the actions, and it may specify alternative means of compliance if approved.

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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://genaandp.examzify.com>

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

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