

HSC-3 Plane Captain 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. What is the wind restriction for tie down chains rated as moderate on the H60H?**
 - A. 12 knots**
 - B. 14 knots**
 - C. 16 knots**
 - D. 18 knots**

- 2. What type of hazard does a warning in maintenance documentation usually represent?**
 - A. High likelihood of equipment failure**
 - B. Potential risk to safety or health**
 - C. Minimal risk in operations**
 - D. Requirement for routine checks**

- 3. Which of the following is found on an A-sheet?**
 - A. GPS and navigation systems**
 - B. FLIR, Aux tank, fries bar**
 - C. Emergency lighting only**
 - D. Engine specifications**

- 4. What should the stab angle be set at while pushing an aircraft?**
 - A. Zero degrees**
 - B. 15 degrees**
 - C. 30 degrees**
 - D. 45 degrees**

- 5. Who is authorized to stop an aircraft movement?**
 - A. Only the safety observer**
 - B. Only the plane captain director**
 - C. All hands**
 - D. Only the tow tractor driver**

- 6. What is the effect of exceeding the moderate wind restriction on tie down chains?**
- A. Chains may not hold properly**
 - B. Chains will break**
 - C. Aircraft can be moved**
 - D. Chains will remain secure**
- 7. How long should you wait after engine shutdown before checking MBG oil level?**
- A. 1 hour**
 - B. 30 minutes to 2 hours**
 - C. 2 hours+**
 - D. 10-15 minutes**
- 8. When the temperature is below 32F, what should the windshield washer reservoir be filled with?**
- A. 100% Water**
 - B. 100% Isopropyl Alcohol**
 - C. 50% Water, 50% Isopropyl Alcohol**
 - D. 50% Windshield Fluid, 50% Water**
- 9. Who is qualified to inspect fuel samples?**
- A. Only the pilot**
 - B. CDI, CDQAR, QAR, shift supervisor, and qualified aircrewman**
 - C. Maintenance crew only**
 - D. Any personnel in the area**
- 10. What is the maximum capacity for the engines?**
- A. 6.3 quarts**
 - B. 7.3 quarts**
 - C. 8.3 quarts**
 - D. 9.3 quarts**

Answers

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

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Explanations

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1. What is the wind restriction for tie down chains rated as moderate on the H60H?

- A. 12 knots
- B. 14 knots**
- C. 16 knots
- D. 18 knots

The wind restriction for tie down chains rated as moderate on the H60 helicopter is indeed 14 knots. This specification is important as it indicates the maximum wind speed at which the aircraft can be safely secured using tie down chains designated for moderate conditions. Exceeding this wind speed can compromise the effectiveness of the tie downs and pose a risk of the aircraft being moved or damaged by strong winds. The rating of tie down chains, including those classified as moderate, is critical for operational safety. It reflects the conditions under which the aircraft can remain securely grounded without the risk of structural or mechanical failure of the securing system. In practical terms, knowing this limit helps ground crews, plane captains, and maintenance personnel take necessary precautions during adverse weather conditions. When the wind speed approaches or exceeds this restriction, alternative securing methods or additional precautions may be warranted to ensure the aircraft remains safely tied down.

2. What type of hazard does a warning in maintenance documentation usually represent?

- A. High likelihood of equipment failure
- B. Potential risk to safety or health**
- C. Minimal risk in operations
- D. Requirement for routine checks

In maintenance documentation, a warning typically signifies a potential risk to safety or health. This type of warning alerts personnel to conditions or procedures that could lead to accidents, injuries, or unsafe situations if not addressed properly. The emphasis on safety reflects the serious nature of the warning, as it often indicates that immediate attention or response is required to mitigate any dangers associated with equipment operation or maintenance procedures. Warnings are critical because they guide users to take precautions that help prevent harm not only to themselves but also to colleagues and equipment. Understanding these warnings is essential for maintaining a safe working environment, ensuring that all personnel are aware of the hazards present and the necessary steps to minimize risks. In contrast, other choices may refer to different levels of concern. For instance, a high likelihood of equipment failure might suggest a maintenance issue, while minimal risk in operations indicates that procedures are safe. Routine checks relate to standard operating procedures rather than immediate safety concerns. Thus, the classification of a warning as related to potential risks to health or safety is accurate and emphasizes the importance of vigilance and proactive measures in maintenance contexts.

3. Which of the following is found on an A-sheet?

- A. GPS and navigation systems
- B. FLIR, Aux tank, fries bar**
- C. Emergency lighting only
- D. Engine specifications

The correct choice identifies components that are listed on an A-sheet, which serves as a comprehensive overview of specific systems or configurations related to aircraft. An A-sheet typically documents specialized equipment installed on the aircraft, such as the Forward Looking Infrared (FLIR) system, auxiliary fuel tanks, and other relevant features. These components are critical for understanding the aircraft's capabilities and configurations. For instance, the FLIR system enhances the tactical situational awareness of aircrews by providing real-time imaging in various conditions. Auxiliary fuel tanks are essential for extending the operational range of the aircraft, especially during long missions. The fries bar, which is an essential component in maintaining aircraft performance, is also noted. In contrast, the other options focus on more general or unrelated systems. GPS and navigation systems are essential but may not be specifically listed on an A-sheet, as they represent standard equipment found across various aircraft rather than additional configurations. Emergency lighting systems, while crucial for safety, are typically documented elsewhere as part of safety and emergency protocols rather than in the A-sheet. Lastly, engine specifications are technical details that may not necessarily relate directly to the unique configurations outlined in an A-sheet but rather are typically found in the aircraft's maintenance manuals or technical orders.

4. What should the stab angle be set at while pushing an aircraft?

- A. Zero degrees**
- B. 15 degrees
- C. 30 degrees
- D. 45 degrees

Setting the stab angle to zero degrees while pushing an aircraft is essential for maintaining stability and control during ground operations. When the stab angle is at zero degrees, it allows the aircraft to stay in a neutral position, reducing the risk of inadvertent aerodynamic forces acting on the tail. This position is particularly crucial when maneuvering aircraft on the ground, as it minimizes the potential for lift or drag that could affect the steering and handling of the aircraft during pushback or towing. By ensuring the stab angle is at zero degrees, ground crews can effectively manage the aircraft's movement, enhancing safety and operational efficiency.

5. Who is authorized to stop an aircraft movement?

- A. Only the safety observer**
- B. Only the plane captain director**
- C. All hands**
- D. Only the tow tractor driver**

The correct answer illustrates the principles of safety and teamwork in aviation operations. In the context of aircraft movement, the responsibility for halting any operations is not limited to a single individual or role, but rather encompasses all personnel involved in the process. This collective responsibility ensures that any observable hazards or unsafe situations can be immediately addressed, thus promoting a safer working environment. Having all personnel authorized to stop an aircraft's movement allows for immediate action in case of an emergency or unforeseen circumstances. This capability is vital in maintaining safety standards and preventing accidents on the flight line or ramp area. Each team member has a role to play and may notice something that others do not, making it crucial for everyone to have the authority to intervene as necessary.

6. What is the effect of exceeding the moderate wind restriction on tie down chains?

- A. Chains may not hold properly**
- B. Chains will break**
- C. Aircraft can be moved**
- D. Chains will remain secure**

Exceeding the moderate wind restriction can lead to the chains not holding properly. In windy conditions, the forces exerted on tie down chains can increase significantly, which may exceed the design capability of the chains and their connections to the aircraft. This improper holding can result from either the chains slipping or the aircraft moving against the restraints, leading to an inadequate hold on the aircraft. Understanding the limitations of tie down systems in relation to wind conditions is important for maintaining aircraft safety. Inadequate tie-down can create risks of damage not only to the aircraft itself but also to other items and personnel in the vicinity. The other choices do not accurately represent the safety concerns and mechanics involved in the failure of tie-down chains under excessive wind, as they either imply complete failure or incorrect conditions regarding aircraft movement.

7. How long should you wait after engine shutdown before checking MBG oil level?

- A. 1 hour**
- B. 30 minutes to 2 hours**
- C. 2 hours+**
- D. 10-15 minutes**

After an engine shutdown, it's important to wait before checking the Main Gearbox (MBG) oil level to ensure an accurate reading. Waiting 30 minutes to 2 hours is ideal because it allows the oil that may be dispersed throughout the system to return to the sump where it can provide a truthful measure of the oil level. During operation, engine components heat up, and oil can be agitated and foamed due to movement and circulation. Immediately checking the oil level after shutdown can result in an inaccurate reading, as the oil may still be in suspension or not fully settled. Thus, allowing adequate time for the oil to settle ensures that the measurement reflects the true oil level in the gearbox, which is crucial for proper operation and maintenance of the aircraft. This time frame balances the need for a sufficient period for the oil to calm down while not delaying maintenance checks excessively. Other durations, such as only 10-15 minutes, are insufficient for the oil to return fully, while waiting for over 2 hours may unnecessarily postpone necessary checks.

8. When the temperature is below 32F, what should the windshield washer reservoir be filled with?

- A. 100% Water**
- B. 100% Isopropyl Alcohol**
- C. 50% Water, 50% Isopropyl Alcohol**
- D. 50% Windshield Fluid, 50% Water**

When the temperature is below 32°F, using a mixture of 50% water and 50% isopropyl alcohol in the windshield washer reservoir is effective for preventing the liquid from freezing. This mixture balances the need for effective cleaning while lowering the freezing point, ensuring that the windshield washer fluid remains operable in cold temperatures. Isopropyl alcohol has a lower freezing point than water and serves to prevent the formation of ice in the washer reservoir and the lines. This ensures that the fluid can be sprayed onto the windshield without the risk of clogging or freezing, which could impede visibility. Using 100% water or relying entirely on alcohol might not achieve the same protective properties against freezing, while other mixtures lacking sufficient isopropyl content could lead to issues when temperatures drop. This understanding is critical for maintaining the safety and functionality of the aircraft's systems during colder weather operations.

9. Who is qualified to inspect fuel samples?

- A. Only the pilot
- B. CDI, CDQAR, QAR, shift supervisor, and qualified aircrewman**
- C. Maintenance crew only
- D. Any personnel in the area

The ability to inspect fuel samples is designated to specific personnel who have received the appropriate training and qualifications. This includes individuals such as the CDI (Collateral Duty Inspector), CDQAR (Collaterally Assigned Quality Assurance Representative), QAR (Quality Assurance Representative), shift supervisor, and qualified aircrewman. Each of these roles carries a level of responsibility and expertise necessary to properly assess the fuel quality, ensuring that the fuel adheres to safety and operational standards before use in aircraft. This training encompasses knowledge of the fuel's physical and chemical properties, as well as the potential hazards associated with fuel contaminants, which is critical for maintaining flight safety. By restricting this responsibility to those who are specifically trained, the risk of compromising safety is minimized, thereby protecting both personnel and aircraft during operations. The other options do not account for the specialized training and qualifications necessary for such inspections, highlighting the importance of following established safety protocols and maintenance practices in aviation operations.

10. What is the maximum capacity for the engines?

- A. 6.3 quarts
- B. 7.3 quarts**
- C. 8.3 quarts
- D. 9.3 quarts

The maximum capacity for the engines is 7.3 quarts, which indicates the amount of oil the engine can hold for optimal performance and lubrication. Understanding the correct oil capacity is crucial for maintaining the engine's health and ensuring it operates efficiently. Using the proper amount of oil helps to avoid issues such as overheating and premature wear on engine components. Regularly checking the oil level and ensuring it remains within the recommended capacity is part of routine maintenance that a plane captain must perform. This knowledge is fundamental to ensuring that the aircraft operates safely and effectively.

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://hsc3planecaptain.examzify.com>

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

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