

Junior's Air Assault Phase II 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. Which statement about CH-47D hook capacities is correct?**
 - A. The CH-47D Fore 17K, Aft 17K, Center 26K, Dual 25K**
 - B. The CH-47D Fore 16K, Aft 17K, Center 26K, Dual 25K**
 - C. The CH-47D Fore 17K, Aft 17K, Center 25K, Dual 24K**
 - D. The CH-47D Fore 18K, Aft 17K, Center 26K, Dual 26K**

- 2. What is a key outcome of a post-mission debrief regarding safety and readiness?**
 - A. Documents only the mission budget.**
 - B. Identifies equipment faults and captures lessons learned to improve future safety and planning.**
 - C. Replaces the need for training.**
 - D. Provides entertainment for crew.**

- 3. What does NOE stand for in flight profiles used during air assaults?**
 - A. Nap of the Earth**
 - B. Night Operation Engagement**
 - C. No Overflight Elevation**
 - D. New Operational Environment**

- 4. When can the ground crew manually release the cargo hook?**
 - A. Only during hook malfunctions**
 - B. During normal operations on pilot command**
 - C. Never**
 - D. On maintenance days**

- 5. What are indicators that a sling-load has been released and is clear of the aircraft?**
 - A. The load remains in contact with the hook.**
 - B. Audible/visual signal of release, load distance from aircraft increases, ground crew confirm safe clearance, no contact.**
 - C. The pilot nods to indicate release.**
 - D. The load moves closer to the aircraft.**

- 6. What is the cargo hook capacity of the UH-60L?**
- A. 7,000 lbs**
 - B. 8,000 lbs**
 - C. 9,000 lbs**
 - D. 10,000 lbs**
- 7. What is the rated capacity of the Small Screw Pin Clevis?**
- A. 7,000 lbs**
 - B. 8,000 lbs**
 - C. 9,000 lbs**
 - D. 8,650 lbs**
- 8. Describe the basic hook-up procedure for a pallet to a helicopter sling hook.**
- A. Align pallet, attach to hook, verify tension and clearance, and communicate readiness.**
 - B. Attach to hook's designated position, then align pallet, secure lashing, verify tension.**
 - C. Verify tension, communicate readiness, align pallet, attach to hook.**
 - D. Align pallet, attach to hook, verify clearance, secure lashing.**
- 9. How many personnel are normally used for slingload operations, and what are their roles?**
- A. 3, signal person, static wand person, hookup person**
 - B. 2, pilot and loadmaster**
 - C. 4, commander, spotter, rigger, driver**
 - D. 5, operator, loader, supervisor, instructor**
- 10. Which item has a rated capacity of 5,000 lbs?**
- A. 3,180 lbs**
 - B. 4,500 lbs**
 - C. CGU-1B**
 - D. CHRP**

Answers

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

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Explanations

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1. Which statement about CH-47D hook capacities is correct?

A. The CH-47D Fore 17K, Aft 17K, Center 26K, Dual 25K

B. The CH-47D Fore 16K, Aft 17K, Center 26K, Dual 25K

C. The CH-47D Fore 17K, Aft 17K, Center 25K, Dual 24K

D. The CH-47D Fore 18K, Aft 17K, Center 26K, Dual 26K

The key idea is the published load ratings for each of the CH-47D's suspension points. Each hook location has a specific maximum payload to keep the helicopter within its structural and flight stability limits. For the CH-47D, the front (fore) hook and the rear (aft) hook are both rated at 17,000 pounds. The center hook can handle heavier loads, up to 26,000 pounds, because it carries load through the main structural path and sits on the helicopter's central line of action, giving it the strongest capacity. When using the dual-hook configuration, the combined load is limited to 25,000 pounds to ensure safe load sharing and stability with two hooks engaged. So the set that matches these capacities is fore 17K, aft 17K, center 26K, dual 25K. The other options don't align with these standard CH-47D hook capacities.

2. What is a key outcome of a post-mission debrief regarding safety and readiness?

A. Documents only the mission budget.

B. Identifies equipment faults and captures lessons learned to improve future safety and planning.

C. Replaces the need for training.

D. Provides entertainment for crew.

After a mission, the focus of a debrief is to turn what happened into tangible improvements for safety and readiness. The best outcome is identifying equipment faults and capturing lessons learned so they can be used to improve future safety measures and planning. This means you can fix faulty gear, update maintenance schedules, revise procedures, and target training to address real-world issues encountered during the mission. It helps the crew and the organization anticipate risks more accurately and prepare better for the next operation. Budgets aren't the focus of this review, so documenting costs isn't the goal. Debriefs don't replace training—they inform and guide it, ensuring training targets the actual gaps revealed. And debriefing isn't about entertainment; its purpose is to enhance safety and mission readiness.

3. What does NOE stand for in flight profiles used during air assaults?

- A. Nap of the Earth**
- B. Night Operation Engagement**
- C. No Overflight Elevation**
- D. New Operational Environment**

Nap of the Earth is a flight profile where aircraft fly extremely close to the ground, following the terrain contours to stay hidden from threats and reduce exposure to radar and line-of-sight defenses. This is the approach used in air assaults to keep a covert, surprise element by staying beneath enemy detection and engagement envelopes. It requires precise pilot navigation and terrain awareness, often using terrain-following capabilities, and demands tight control of altitude, airspeed, and path to avoid obstacles and increase survivability. The idea is not about night operations, elevation limits, or a new environment; it's specifically about crawling along the landscape to stay concealed.

4. When can the ground crew manually release the cargo hook?

- A. Only during hook malfunctions**
- B. During normal operations on pilot command**
- C. Never**
- D. On maintenance days**

The key idea is that the cargo hook's primary release is controlled by the aircraft crew, but there is a manual ground release as a safety backup. This manual option is intended only when the hook release system fails to operate with normal commands—i.e., during a malfunction. It's not used during routine operations, and it isn't something done on maintenance days; those situations follow separate procedures and restrictions. So the ground crew's ability to manually release the hook is reserved for emergency situations where the standard release cannot be accomplished.

5. What are indicators that a sling-load has been released and is clear of the aircraft?

- A. The load remains in contact with the hook.**
- B. Audible/visual signal of release, load distance from aircraft increases, ground crew confirm safe clearance, no contact.**
- C. The pilot nods to indicate release.**
- D. The load moves closer to the aircraft.**

When a sling-load has been released and is clear of the aircraft, you look for a combination of indicators that the hook has disengaged and the load is distancing from the helicopter. An audible or visual signal of release confirms the hook has released. The load-to-aircraft distance should increase as the load moves away and hangs freely. Ground crew should acknowledge safe clearance and there should be no contact between the load and the aircraft or hook. If the load remains in contact with the hook, or if it moves closer to the aircraft, that would indicate the release hasn't happened or isn't safe yet. A pilot's nod alone isn't enough for ground verification; reliable indicators come from the release signal, increasing separation, and confirmation of clearance on the ground.

6. What is the cargo hook capacity of the UH-60L?

- A. 7,000 lbs
- B. 8,000 lbs
- C. 9,000 lbs**
- D. 10,000 lbs

Cargo hook capacity is the maximum external load the helicopter is certified to lift with a sling load, based on the airframe's structural limits and systems. For the UH-60L, that certified external-load limit is 9,000 pounds. This reflects the L model's upgraded power and structure, which allow heavier sling loads without compromising safety or airworthiness. When planning a sling load, crews must stay within this rating and also account for dynamic factors like gusts, load sway, and rotor downwash, which can add load during flight. The other numbers are either the capacity of older variants or exceed the safe margin for the UH-60L, so they aren't used for standard external loads.

7. What is the rated capacity of the Small Screw Pin Clevis?

- A. 7,000 lbs
- B. 8,000 lbs
- C. 9,000 lbs
- D. 8,650 lbs**

The key idea here is understanding that hardware like a Small Screw Pin Clevis has a rated capacity, which is the maximum safe load it's designed to carry in standard use. For this clevis, that published rated capacity is 8,650 pounds. This value comes from the manufacturer's working load limit and reflects safe operation when the load is applied along the appropriate axis with the hardware in good condition and properly seated. Keep in mind that real-world lifting can reduce capacity if the load isn't in line with the clevis or if angles, twists, or impact are present, so ratings are used with those factors in mind.

8. Describe the basic hook-up procedure for a pallet to a helicopter sling hook.

A. Align pallet, attach to hook, verify tension and clearance, and communicate readiness.

B. Attach to hook's designated position, then align pallet, secure lashing, verify tension.

C. Verify tension, communicate readiness, align pallet, attach to hook.

D. Align pallet, attach to hook, verify clearance, secure lashing.

The essential idea is to secure a pallet properly and safely before any lift, making sure it's centered, firmly connected, and free of obstructions. Start by aligning the pallet with the sling hook so the hook engages smoothly and the load seats correctly without lateral stress. Then attach the pallet to the hook so the connection is secure. After that, verify that the lashings are under the appropriate tension and confirm there's clear space around the pallet and hook to avoid any interference during flight. Finally, communicate readiness to the crew or pilot so everyone knows the load is rigged correctly and safe to lift. Why this order fits best: aligning first ensures correct engagement and balanced loading; attaching next makes the connection solid; checking tension and clearance afterward confirms the load is secured and unobstructed; and communicating readiness ties the rigging to the operation, preventing premature or unsafe lifts. The other options either start with attaching before proper alignment, or skip either the tension check or the readiness communication, which can lead to mishooking, loose lashings, or unsafe lifts.

9. How many personnel are normally used for slingload operations, and what are their roles?

A. 3, signal person, static wand person, hookup person

B. 2, pilot and loadmaster

C. 4, commander, spotter, rigger, driver

D. 5, operator, loader, supervisor, instructor

During slingload operations, a small ground team works with the helicopter to keep the lift safe and coordinated. The team normally has three people with specific roles. The signal person communicates with the pilot using standard hand signals (and radios if needed) to guide the helicopter during approach, hover, and pickup, ensuring proper distance, alignment, and timing. The hookup person handles the rigging and physically attaches the load to the sling or hook, checks that all rigging is secure, and watches for hazards as the load is prepared for lift. The static wand person carries a long wand and provides a visual reference for the pilot, helping to keep the load steady and aligned by signaling position and drift, which is especially important in rotor wash and near obstacles. This arrangement keeps clear communication and distinct responsibilities, reducing the risk of entanglement or misloading. The other options mix in roles that aren't part of the typical ground sling-load team or assign roles to people who aren't stationed on the ground during the hookup, which is why they don't fit standard practice.

10. Which item has a rated capacity of 5,000 lbs?

A. 3,180 lbs

B. 4,500 lbs

C. CGU-1B

D. CHRP

Rated capacity is the maximum load a piece of lifting gear is certified to carry safely. For sling-load gear, you look for the item whose working load limit matches the weight you need to lift, with a safety margin built in. The CGU-1B is the standard cargo hook used in helicopter sling loads and is rated for 5,000 pounds. That 5,000-lb rating makes it the item capable of handling the load specified in the question. The other options have lower or different ratings and thus do not meet the 5,000-pound requirement. So the CGU-1B is the item with a rated capacity of 5,000 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://juniorairassaultphase2.examzify.com>

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

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