JUNIOR'S AIR ASSAULT PHASE II 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

1. What is the cargo hook capacity of the UH-60A?

A. 7,000 lbs

B. 8,000 lbs

C. 9,000 lbs

D. 10,000 lbs

2. Why is tail-rotor protection important during ground operations near a helicopter?

A. Tail rotor protection is important because it is critical for yaw control; protecting it prevents damage to flight control and reduces injury risk.

B. Tail rotor protection is primarily to protect cargo.

C. The tail rotor doesn't impact safety.

D. Tail rotor protection is only for maintenance.

3. 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.

4. Between UH-60A and UH-60L, which has the higher cargo hook capacity?

A. UH-60A

B. UH-60L

C. Both the same

D. Neither

5. 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

6. Which of the following describes an external sling configuration and its benefit?

A. External sling with single tie-down; benefit: simplifies rigging.

B. No sling; benefit: quicker rigging.

C. External sling with multiple tie-downs; benefit: distributes weight and allows for versatility.

D. Single-point sling with a hook attachment; benefit: faster rigging.

7. What is the Type IV connector link's rated capacity, and what is its primary use?

A. 10,000 lbs, used to connect sling to helicopter

B. 12,500 lbs, used to construct a 3 ft apex ring

C. 5,000 lbs, used for tie-downs

D. 15,000 lbs, used for crane hook

8. What is the 1/2 inch Tubular Nylon rated capacity and what is it used for?

A. 3,180 lbs; used to secure links on the 119 Howitzer

B. 1,000 lbs; used to secure links on the 119 Howitzer

C. 4,500 lbs; nylon rope

D. 11,000 lbs; CHRP

9. What characterizes NOE flight technique?

A. Flying high above terrain for maximum speed.

B. Staying at a fixed altitude above terrain.

C. NOE flight involves flying very close to terrain, using terrain features to stay concealed, maintaining visual references, and precise altitude control.

D. Hovering in place to observe terrain.

10. For the M119A2 105mm Howitzer, how many people can prepare and rig the load, and in how many minutes?

A. Two people; thirty minutes

B. One person; fifteen minutes

C. Three people; forty minutes

D. Four people; twenty minutes

Answers

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

Explanations

1. What is the cargo hook capacity of the UH-60A?

A. 7,000 lbs

B. 8,000 lbs

C. 9,000 lbs

D. 10,000 lbs

External sling-load capacity of the UH-60A is 8,000 pounds. This rating is the maximum safe load that the helicopter's cargo hooks can handle for a single external load, considering the aircraft's structure, flight dynamics, and safety margins. When planning sling-load missions, you must stay at or below this limit and ensure proper rigging and weight distribution to keep the center of gravity within allowable bounds. Loads heavier than 8,000 pounds aren't approved for this helicopter and would require a different aircraft or a split-load approach.

2. Why is tail-rotor protection important during ground operations near a helicopter?

A. Tail rotor protection is important because it is critical for yaw control; protecting it prevents damage to flight control and reduces injury risk.

B. Tail rotor protection is primarily to protect cargo.

C. The tail rotor doesn't impact safety.

D. Tail rotor protection is only for maintenance.

The tail rotor provides the anti-torque that keeps the helicopter from spinning and gives you yaw (directional) control. Protecting it during ground operations is crucial because any damage or impact to the tail rotor can strip or unbalance it, leading to unpredictable yaw behavior or total loss of directional control just when you're nearby on the ground. A damaged tail rotor can also fail in a way that creates dangerous debris or blades that could injure people or collide with nearby equipment. Keeping the tail rotor area protected helps prevent these safety risks and preserves the flight-control integrity, which is why protection is emphasized during ground operations. It's not about cargo, safety isn't irrelevant, and it isn't only for maintenance.

3. 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.

4. Between UH-60A and UH-60L, which has the higher cargo hook capacity?

A. UH-60A

B. UH-60L

C. Both the same

D. Neither

The key idea is that sling-load capacity rises with the aircraft's lift margin and power available to carry external loads. The UH-60L uses a more powerful engine and upgraded drivetrain, which increases overall lift capability and safety margins for external loads. That means it can support heavier items on the external cargo hooks than the UH-60A, whose older powerplant limits its sling-load capacity. So, the UH-60L has the higher cargo hook capacity.

5. 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.

6. Which of the following describes an external sling configuration and its benefit?

A. External sling with single tie-down; benefit: simplifies rigging.

B. No sling; benefit: quicker rigging.

C. External sling with multiple tie-downs; benefit: distributes weight and allows for versatility.

D. Single-point sling with a hook attachment; benefit: faster rigging.

An external sling configuration means hanging the load from slings that attach around the outside of the load, using multiple tie-down points. The real power of this setup is that it spreads the weight across several straps, which helps balance the load and reduces stress on any single point. With multiple tie-downs, you can tailor the rigging to different shapes and weights, adjust for the load's center of gravity, and accommodate various aircraft clearance scenarios. This combination—weight distribution plus versatility in rigging—is why this description and its benefit fit best. The other options don't provide the same balance of stability and adaptability: a single tie-down doesn't distribute load as well; no sling misses the external, distributed approach; a single-point sling changes the load's handling in a different way and doesn't offer the same multi-point distribution.

7. What is the Type IV connector link's rated capacity, and what is its primary use?

A. 10,000 lbs, used to connect sling to helicopter

B. 12,500 lbs, used to construct a 3 ft apex ring

C. 5,000 lbs, used for tie-downs

D. 15,000 lbs, used for crane hook

In sling-load rigging, hardware like connector links are matched to specific tasks and have defined load limits. The Type IV connector link is rated for 12,500 pounds, and its primary use is to build the apex ring that ties the lift lines together under the helicopter. That apex ring serves as the central connection point for the multiple sling legs, distributing the load evenly and helping maintain stability and balance during the lift. The 3-foot length of the apex ring is chosen to provide the right separation between sling legs, which helps keep load angles within safe ranges, minimizes excessive tension on any single leg, and ensures there's enough clearance from rotor wash and aircraft structure. Other stated uses or ratings don't align with this standard role in apex-ring construction, which is why this option is the correct pairing of capacity and purpose.

8. What is the 1/2 inch Tubular Nylon rated capacity and what is it used for?

A. 3,180 lbs; used to secure links on the 119 Howitzer

B. 1,000 lbs; used to secure links on the 119 Howitzer

C. 4,500 lbs; nylon rope

D. 11,000 lbs; CHRP

The main idea is understanding that a 1/2 inch tubular nylon strap has a specific safe load it can handle, and that this particular size is routinely used to secure ammunition links on the 119 Howitzer. A 1/2 inch tubular nylon strap is rated around 1,000 pounds, which is enough strength to hold the linked ammunition in place during transport or setup without risking failure under typical field loads. It's chosen for this job because the strap is flexible, easy to tie securely, and provides a stable, abrasion-resistant way to keep the links from shifting. So, the correct choice reflects both the working load of the 1/2 inch tubular nylon and its intended use of securing the links on the 119 Howitzer. The other options mismatch either the capacity or the application (for example, a much higher rating or a different purpose like generic nylon rope or a different hardware type), which is why they aren't correct.

9. What characterizes NOE flight technique?

A. Flying high above terrain for maximum speed.

B. Staying at a fixed altitude above terrain.

C. NOE flight involves flying very close to terrain, using terrain features to stay concealed, maintaining visual references, and precise altitude control.

D. Hovering in place to observe terrain.

NOE flight is characterized by flying very close to the terrain, using terrain features to stay concealed, maintaining visual references, and precise altitude control. This approach lets the aircraft ride the ground, blending with the terrain to reduce exposure to enemy sensors and line of sight. As the ground rises and falls, the pilot heroically follows those changes, adjusting altitude in real time to stay just above obstacles and out of dangerous airspace. This combination of low altitude, terrain following, and continuous reference to the ground is what makes NOE distinctive. Choosing to fly high above terrain misses the concealment and terrain-adaptive aspect of NOE. Staying at a fixed altitude neglects the need to adapt to varying terrain elevations, which is essential to avoid collisions and maintain concealment. Hovering in place would not leverage terrain for concealment and would trade speed and forward maneuverability that NOE relies on.

10. For the M119A2 105mm Howitzer, how many people can prepare and rig the load, and in how many minutes?

A. Two people; thirty minutes

B. One person; fifteen minutes

C. Three people; forty minutes

D. Four people; twenty minutes

The task tests how many crew members are required to safely and methodically prepare and rig a 105mm load for the M119A2 and the typical time it takes to do so. For this system, a two-person team is the standard minimum to handle all the steps involved—moving the components, checking safety, assembling or aligning the round, and getting it rigged for loading while maintaining proper communication and control. Doing this in about thirty minutes reflects a careful, routinized pace that prioritizes safety and accuracy over speed. With more hands available, the process can be faster, but the two-person crew setup is the baseline used in training and doctrine for this task. One person typically manages the handling of the ammunition components, while the other assists with the propellant and the securing/rigging steps, passing items and verifying each step to ensure everything is correct and safe before the breech is closed.

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!