

KING AIR 200/B200 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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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 voltage rating of the larger inverter output?**
 - A. 12 V
 - B. 115 V
 - C. 26 V
 - D. 230 V
- 2. During unpressurized flight with the PRESS switch in DUMP, what is the source of fresh air?**
 - A. Cabin air
 - B. Ram air
 - C. Bleed air
 - D. External vent
- 3. The reduction gear system provides gear reduction for which component?**
 - A. Propeller
 - B. Oil pump
 - C. Generator
 - D. Accessory drive
- 4. External power must not exceed what voltage for more than two minutes to avoid battery damage?**
 - A. 30 Volts for more than 2 minutes
 - B. 28 Volts for more than 2 minutes
 - C. 32 Volts for more than 2 minutes
 - D. 25 Volts for more than 2 minutes
- 5. From sea level to 15,000 feet MSL, what is the normal vacuum range of the vacuum system?**
 - A. 3.5 to 4.5 in Hg
 - B. 4.3 to 5.9 in Hg
 - C. 5.0 to 6.5 in Hg
 - D. 6.0 to 7.5 in Hg

- 6. According to older specification, once manual control of the ice vanes has been used, what is required for the rest of the flight?**
- A. Manual control must be used exclusively throughout the flight.
 - B. Manual control must be discontinued.
 - C. Automatic control must be used.
 - D. Manual control can be used as needed.
- 7. With the airplane airborne, placing the LDG GEAR CONT switch handle UP, which occurs?**
- A. Completes a circuit to the UP solenoid of the gear selector valve and to the pump motor relay pulling in 28 VDC to start the pump motor.
 - B. Only energizes the UP solenoid of the gear selector valve.
 - C. Energizes the DOWN solenoid to retract the gear.
 - D. Disables the hydraulic pump.
- 8. Which statements are applicable to flight in icing conditions?**
- A. Increased fuel consumption will occur, Reduced propeller efficiency is likely and Increased stall speed are to be expected.
 - B. Decreased fuel consumption will occur.
 - C. Propeller efficiency improves in icing.
 - D. Stall speed decreases in icing.
- 9. How is the rudder boost system checked for proper operation during engine run up?**
- A. Increase power on an engine until the rudder pedal on the opposite side moves forward.
 - B. Verify with cockpit indicators.
 - C. Increase power on an engine until the rudder pedal on the same side moves forward.
 - D. Perform a static test with no power.
- 10. Where are the generator switches located?**
- A. On the overhead panel
 - B. Under a gang bar on the pilot's left sub panel
 - C. On the co-pilot's panel
 - D. In the cockpit floor

Answers

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

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Explanations

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1. What is the voltage rating of the larger inverter output?

- A. 12 V
- B. 115 V**
- C. 26 V
- D. 230 V

In the King Air 200 electrical system, the larger inverter is wired to supply the main avionics loads with 115-volt AC at 400 Hz. This voltage level is standard for aircraft avionics because it allows smaller, lighter transformers and equipment while still meeting power needs. The other values don't fit how this airplane's power system is set up: 12 V is DC, not AC output from an inverter; 26 V isn't a standard inverter rating for this aircraft; and 230 V isn't used in typical US-registered GA aircraft.

2. During unpressurized flight with the PRESS switch in DUMP, what is the source of fresh air?

- A. Cabin air
- B. Ram air**
- C. Bleed air
- D. External vent

Fresh air comes from ram air. When the pressurization system is dumped in unpressurized flight, the cabin isn't being fed by bleed air or by recirculating cabin air. Instead, ambient outside air is brought in through the ram air inlet to provide ventilation. Bleed air would be used for normal conditioning and pressurization, and cabin air is the air already inside the cabin (recirculated), not a fresh outside source. The external vent path is not a source of fresh air for the cabin.

3. The reduction gear system provides gear reduction for which component?

- A. Propeller**
- B. Oil pump
- C. Generator
- D. Accessory drive

The main idea is that turboprop engines spin very fast, and the propeller needs to turn much more slowly to be efficient and avoid excessive tip speed. The reduction gear system steps down the engine's high RPM to a much lower RPM that the propeller can handle, while still delivering the necessary torque. That's why the reduction gear is specifically for driving the propeller. The oil pump, generator, and other accessories are driven by their own engine gear train, not by the reduction gear's speed-lowering purpose.

4. External power must not exceed what voltage for more than two minutes to avoid battery damage?

- A. 30 Volts for more than 2 minutes**
- B. 28 Volts for more than 2 minutes
- C. 32 Volts for more than 2 minutes
- D. 25 Volts for more than 2 minutes

When the aircraft is on the ground, external power is used to feed the electrical system and charge the battery. The system is designed for about 28 V DC, but there's a safety limit: external power should not exceed 30 volts for more than two minutes. Staying above this limit for that duration can push the battery and charging circuitry beyond what they're designed to handle, risking overcharge, overheating, and battery damage. So 30 volts is the threshold to avoid damage during prolonged external power use. Normal operation sits around 28 volts; 32 volts would exceed the safe limit, and 25 volts would be insufficient for proper charging.

5. From sea level to 15,000 feet MSL, what is the normal vacuum range of the vacuum system?

- A. 3.5 to 4.5 in Hg
- B. 4.3 to 5.9 in Hg
- C. 5.0 to 6.5 in Hg
- D. 6.0 to 7.5 in Hg**

Vacuum in the B200's system is measured as inches of mercury (inHg) and indicates how much suction the pump is pulling to drive the gyroscopic instruments. From sea level up to 15,000 feet, the normal suction the system should maintain is about 6.0 to 7.5 inHg. This narrow window gives stable, reliable operation of the attitude and heading indicators, ensuring their gyros stay correctly driven as you change altitude. If the gauge reads below roughly 6.0 inHg, suction is insufficient, which can lead to gyro drift and unstable indications due to a leak, pump problem, or clogged filter. If the gauge reads above about 7.5 inHg, there can be excessive suction or a regulator/line issue, which can also affect gyro reliability. Maintaining this range ensures consistent gyro performance across the specified altitude band.

6. According to older specification, once manual control of the ice vanes has been used, what is required for the rest of the flight?

- A. Manual control must be used exclusively throughout the flight.**
- B. Manual control must be discontinued.
- C. Automatic control must be used.
- D. Manual control can be used as needed.

If you've switched to manual control of the ice vanes in the older specification, you must keep them under manual control for the rest of the flight. The ice vanes direct airflow to manage inlet icing, and manual control provides the pilot with a continuous, predictable vane position without automatic reversion. Turning automatic control back on later could lead to unexpected vane moves in icing conditions, so the rule is to stay in manual until landing. The other options imply switching modes later or using automatic again, which isn't allowed by that older specification.

7. With the airplane airborne, placing the LDG GEAR CONT switch handle UP, which occurs?

- A. Completes a circuit to the UP solenoid of the gear selector valve and to the pump motor relay pulling in 28 VDC to start the pump motor.
- B. Only energizes the UP solenoid of the gear selector valve.**
- C. Energizes the DOWN solenoid to retract the gear.
- D. Disables the hydraulic pump.

When you move the landing gear control to UP, the electrical action is to energize only the UP solenoid on the gear selector valve. This solenoid shifts the valve to the UP position, routing hydraulic fluid to retract the landing gear and hold it up. The DOWN solenoid is not energized, so nothing is commanded toward extension, and the hydraulic pump isn't directly affected by this switch—pump operation is controlled elsewhere in the hydraulic system. In short, the UP command is a single-solenoid action that moves the valve to retract the gear.

8. Which statements are applicable to flight in icing conditions?

- A. Increased fuel consumption will occur, Reduced propeller efficiency is likely and Increased stall speed are to be expected.**
- B. Decreased fuel consumption will occur.
- C. Propeller efficiency improves in icing.
- D. Stall speed decreases in icing.

Ice on the airplane changes both aerodynamics and propulsion. When ice accumulates on the wings and other lifting surfaces, it adds weight and roughens the surface, which reduces the wing's maximum lift coefficient and increases drag. With less lift and more drag, you must fly faster to maintain level flight, so stall speed increases. Ice on the propeller blades disrupts the airflow, lowering thrust and overall propeller efficiency; to keep the same speed you end up burning more fuel. The combination of added weight, higher drag, and degraded propulsion all drives up fuel consumption and raises the stall speed, while propeller efficiency does not improve.

9. How is the rudder boost system checked for proper operation during engine run up?

- A. Increase power on an engine until the rudder pedal on the opposite side moves forward.
- B. Verify with cockpit indicators.
- C. Increase power on an engine until the rudder pedal on the same side moves forward.**
- D. Perform a static test with no power.

The rudder boost system is checked by observing hydraulic help as engine power is increased. As you advance thrust on one engine, the hydraulic boost should actuate and push the rudder on the same side, causing that pedal to move forward. This forward pedal movement confirms the boost system is delivering hydraulic assist where it's active. If you don't see the pedal move, or it moves on the opposite side, the boost system isn't functioning as it should. Cockpit indicators can corroborate status, but the direct proof is the pedal movement on the engine-side as you increase power.

10. Where are the generator switches located?

- A. On the overhead panel
- B. Under a gang bar on the pilot's left sub panel**
- C. On the co-pilot's panel
- D. In the cockpit floor

The generator switches are placed where the pilot can reach them quickly and see the electrical system status. On the King Air 200/B200, they're on the pilot's left sub panel, tucked under a gang bar that runs across that area. This setup lets the pilot control and isolate each engine-driven generator as needed—useful during engine start, abnormal electrical conditions, or when balancing load—without reaching overhead or down on the floor. The overhead panel houses other systems, and the co-pilot's panel doesn't carry these generator controls, so the left-sub-panel location under the gang bar is the intended spot.

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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://kingair200b200.examzify.com>

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

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