

LOCKHEED C-5 GALAXY OPERATIONS LIMITS PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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 maximum gross weight at which high altitude penetration may be initiated?**
 - A. 600,000 pounds
 - B. 550,000 pounds
 - C. 650,000 pounds
 - D. 700,000 pounds
- 2. In clean configuration holding, what is the allowable angle of attack?**
 - A. 4.5 degrees
 - B. 3.0 degrees
 - C. 6.0 degrees
 - D. 7.5 degrees
- 3. Nose down trim limit speed for CG aft of 30% is set to which value?**
 - A. 290 knots
 - B. 310 knots
 - C. 320 knots
 - D. 300 knots
- 4. What is the Maximum Ramp Weight for the C-5 Galaxy?**
 - A. 840,000
 - B. 332,500
 - C. 686,190
 - D. 635,850
- 5. What is the maximum indicated airspeed (in knots) in moderate to severe turbulence with ALDCS inoperative?**
 - A. 240 knots
 - B. 200 knots
 - C. 260 knots
 - D. 300 knots

6. Min with inboard TR extended: What is the minimum value?
- A. 215
 - B. 210
 - C. 225
 - D. 230
7. CG limits are expressed as which range?
- A. 19-41
 - B. 17-40
 - C. 20-42
 - D. 18-44
8. Under gusts, crosswinds, and icing, the Vapp may be increased by up to how many knots?
- A. 15 knots
 - B. 5 knots
 - C. 10 knots
 - D. 20 knots
9. The normal hydraulic pressure range around 3,000 is represented by which of the following ranges?
- A. 2,850 to 3,150
 - B. 3,000 to 3,150
 - C. 2,900 to 3,100
 - D. 2,700 to 3,300
10. What is the Normal Landing Fuel for the C-5 Galaxy?
- A. 840,000
 - B. 686,190
 - C. 142,600
 - D. 635,850

Answers

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

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Explanations

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1. What is the maximum gross weight at which high altitude penetration may be initiated?

- A. 600,000 pounds**
- B. 550,000 pounds
- C. 650,000 pounds
- D. 700,000 pounds

The key idea is that certain mission profiles are tied to performance margins that come from the aircraft's performance data. For high altitude penetration, you must be able to initiate the maneuver with enough climb capability, adequate speed margins, and structural/engine-out reserves. The data define 600,000 pounds as the heaviest weight at which those margins are guaranteed to be met when starting this profile. If you're heavier, climb performance can fall short, reducing the rate of climb, limiting altitude gain within safe limits, and potentially pushing you beyond safe envelope margins. Lighter weights will still allow the maneuver with extra margin, but 600,000 pounds represents the practical upper bound for safely initiating high altitude penetration.

2. In clean configuration holding, what is the allowable angle of attack?

- A. 4.5 degrees**
- B. 3.0 degrees
- C. 6.0 degrees
- D. 7.5 degrees

In clean configuration holding, you must keep the angle of attack within a defined maximum to prevent a stall while loitering. The allowable angle of attack for this configuration is 4.5 degrees, chosen to provide a safety margin above the lift required for hold with flaps and gear retracted and to accommodate the small pitch changes that come with turns and gusts. This value is the limit used in procedures for clean configuration holds, balancing the need to maintain altitude with the need to avoid approaching stall during the various conditions you encounter in a hold. Going higher than this increases the risk of stall, especially if the airplane experiences gusts or a banked turn. Being able to hold at or below 4.5 degrees gives you predictable, stable performance in clean config. A smaller value, like 3.0 degrees, would be more restrictive than the standard limit, reducing maneuvering flexibility. Values like 6.0 or 7.5 degrees exceed the clean-hold limit and would significantly increase stall risk in typical holding scenarios.

3. Nose down trim limit speed for CG aft of 30% is set to which value?

- A. 290 knots
- B. 310 knots
- C. 320 knots
- D. 300 knots**

Nose-down trim limit speed is tied to CG position and the available trim authority to keep pitch control safe as speed changes. When the center of gravity is aft of 30%, the airplane tends to sit on a higher nose, so nose-down trim is needed to maintain level flight. But as airspeed increases, the horizontal stabilizer and trim system have finite effectiveness; applying nose-down trim at high dynamic pressure can overload the trim circuitry or leave you with insufficient control margin for unexpected demands. To prevent those issues, the limit is set at 300 knots. So with the CG aft of 30%, you should not use nose-down trim beyond this speed. If you need more nose-down trim, you must reduce airspeed or adjust within the allowed trim range. The other values are not the official limit.

4. What is the Maximum Ramp Weight for the C-5 Galaxy?

- A. 840,000**
- B. 332,500
- C. 686,190
- D. 635,850

The key idea is what weight the aircraft must not exceed while sitting on the ramp before any engine is started. This is the maximum ramp weight, and it has to be high enough to allow full payload and fuel on the ground while still staying within the limits the airplane can safely handle during takeoff and ground operations. For the C-5 Galaxy, the published maximum ramp weight is 840,000 pounds. This value effectively matches the aircraft's allowable takeoff weight, so even with full payload and fuel on the ramp, the weight at liftoff stays within safe, certified limits. After taxi and any fuel burned during that taxi, the actual takeoff weight will be at or below this limit. The other numbers don't represent the C-5's ramp weight. They correspond to different limits or are not the standard MRW for this aircraft.

5. What is the maximum indicated airspeed (in knots) in moderate to severe turbulence with ALDCS inoperative?

- A. 240 knots**
- B. 200 knots
- C. 260 knots
- D. 300 knots

In turbulence, airframe loads rise with dynamic pressure, so pilots use a turbulence penetration speed to limit those loads. If ALDCS, which normally helps limit gust loads, is inoperative, you can't rely on that automatic protection, so you must fly at a conservative speed to protect the structure. The specified maximum indicated airspeed in moderate to severe turbulence is 240 knots because this speed keeps dynamic pressure low enough to reduce gust-induced loads while maintaining controllability. Choosing a higher speed would increase loads from gusts and could approach or exceed structural limits, while a lower speed is more restrictive than necessary for the given condition. Thus, 240 knots is the safe upper limit under these circumstances.

6. Min with inboard TR extended: What is the minimum value?

- A. 215**
- B. 210
- C. 225
- D. 230

When a wing configuration includes the inboard thrust reversers extended, the aerodynamics change enough that you need more speed to stay safely out of stall and to keep sufficient elevator authority and longitudinal stability. That configuration increases drag and can alter lift distribution, so the minimum safe airspeed is raised from what it would be with TR retracted. The value specified for this setup is 215 knots, which provides a comfortable margin above stall and ensures controllability and recoverability in that condition. The lighter, lower figures would risk loss of control or stall margins, while higher figures would be more restrictive than necessary for this scenario.

7. CG limits are expressed as which range?

- A. 19-41**
- B. 17-40
- C. 20-42
- D. 18-44

Center of gravity limits define the allowable longitudinal position of the aircraft's balance within the flight envelope, ensuring controllability and stability. On the C-5 Galaxy, this position is expressed as a percentage of the mean aerodynamic chord (percent MAC), providing a consistent reference for where the CG can be located as weight and loading change. The allowable range for the C-5 is from 19 percent MAC forward to 41 percent MAC aft. Keeping the CG within this window ensures sufficient elevator authority for takeoff rotation and landing, and maintains adequate longitudinal stability and control effectiveness. If the CG were forward of 19% MAC, elevator authority could be reduced and handling degraded; if aft of 41% MAC, stability and control could deteriorate, increasing the risk of undesirable handling characteristics. Therefore, the expressed range is 19-41 percent MAC.

8. Under gusts, crosswinds, and icing, the Vapp may be increased by up to how many knots?

- A. 15 knots**
- B. 5 knots
- C. 10 knots
- D. 20 knots

Gusts, crosswinds, and icing make airspeed fluctuate and lift harder to hold, so adding a gust factor to the approach speed gives a stable, controllable approach with adequate stall margin. The allowable increase is 15 knots, reflecting a balance between safety margin and performance. Use the increment when conditions demand it, but avoid exceeding the limit. Smaller increments like 5 or 10 knots may not provide enough buffer in gusty icing conditions, and 20 knots would exceed recommended limits.

9. The normal hydraulic pressure range around 3,000 is represented by which of the following ranges?

- A. 2,850 to 3,150**
- B. 3,000 to 3,150
- C. 2,900 to 3,100
- D. 2,700 to 3,300

When a nominal hydraulic pressure is given, the normal operating band is expressed as a tolerance around that nominal value. For 3,000 psi, the standard approach is to have a symmetric range centered at 3,000, providing the same allowance above and below. The range 2,850 to 3,150 psi does exactly that, offering ± 150 psi around 3,000 and making it the appropriate normal range. The other options either aren't centered on 3,000 or use a different tolerance width (for example, ranges that start at 3,000 or extend only 100 psi or 300 psi in either direction), so they don't correctly reflect the typical normal tolerance around the nominal value.

10. What is the Normal Landing Fuel for the C-5 Galaxy?

- A. 840,000
- B. 686,190
- C. 142,600**
- D. 635,850

Normal Landing Fuel is the amount of fuel the C-5 is planned to have on board at the moment of landing under normal operating conditions. It represents the fuel you expect to burn down through the approach and descent so that you still have enough reserve for taxiing and post-landing operations, without carrying excess fuel that isn't needed for the mission's final phase. The value chosen, 142,600 pounds, is the standard landing-fuel reference used in C-5 operations limits. It sits between the fuel required to complete the flight and the limits of what would be considered excessive for a normal landing profile. In other words, it's the planned fuel remaining after the expected en route burn, not the amount you'd need at takeoff or the total capacity of the aircraft. The other numbers would correspond to much larger fuel loads, which would not be characteristic of what you expect to have on board for a normal landing. They exceed typical landing-fuel planning and are not the figure used to represent Normal Landing Fuel.

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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://c5opslimits.examzify.com>

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

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