

LOCKHEED C-5 GALAXY OPERATIONS LIMITS 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

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1. For Driftdown (2 or 3 Engine), what is the minimum indicated airspeed in knots?
 - A. 240
 - B. 250
 - C. 230
 - D. 260
2. What is the minimum width for the 180 MRT (Fixed) configuration?
 - A. 210
 - B. 228
 - C. 240
 - D. 250
3. Do not extend inboard TRs in flight while _____ are deployed.
 - A. Flaps
 - B. Slats
 - C. Gear
 - D. Doors
4. For Driftdown (2 or 3 Engine), what Mach number corresponds to the setting?
 - A. 0.55
 - B. 0.50
 - C. 0.65
 - D. 0.60
5. The high altitude penetration shall not be initiated at gross weight of which value?
 - A. 550,000 pounds
 - B. 650,000 pounds
 - C. 600,000 pounds
 - D. 700,000 pounds

6. What is the maximum airspeed when yaw augmentation is faulted or inoperative?
- A. 300 / .825
 - B. 350 / .825
 - C. 350 / .85
 - D. 30
7. 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
8. Maximum speed to deploy the inboard TR?
- A. 350 / .825
 - B. 300 / .825
 - C. 350 / .85
 - D. 30
9. For Main Tank Low, what is the Mach number corresponding to the setting?
- A. 0.800
 - B. 0.835
 - C. 0.830
 - D. 0.825
10. What is the difference in thousands of feet between the maximum climb altitudes for outboard and inboard engines when using JP-8 suction feed?
- A. 4,000 ft
 - B. 6,000 ft
 - C. 8,000 ft
 - D. 10,000 ft

Answers

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

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Explanations

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1. For Driftdown (2 or 3 Engine), what is the minimum indicated airspeed in knots?

- A. 240
- B. 250**
- C. 230
- D. 260

Driftdown is the speed range you must maintain after losing two or three engines to ensure you have enough lift and control authority to safely descend. The minimum indicated airspeed for this engine-out condition is set to prevent control problems and stall as you operate with reduced thrust. For the C-5 in a two- or three-engine-out scenario, that minimum IAS is 250 knots. This value gives you the necessary margin to stay controllable and maintain safe flight with the remaining engines. Lower speeds, like 240 or 230 knots, would reduce wing lift and control effectiveness too far and risk a stall or loss of control. A speed of 260 knots is above the minimum, which would be acceptable but not the lowest safe speed specified for this case.

2. What is the minimum width for the 180 MRT (Fixed) configuration?

- A. 210
- B. 228**
- C. 240
- D. 250

The question tests how the minimum corridor width is determined from the aircraft's turning envelope in a specific configuration. For the 180 MRT (Fixed) setup, you must provide enough width to accommodate the full lateral path of the aircraft during a 180-degree maneuver. That path forms a circle whose radius is defined by the MRT parameter; the required width is the diameter of that circle. With the MRT geometry in this configuration, the diameter comes out to 228 feet, so that is the smallest width that safely accommodates the aircraft's footprint. Wider options would exceed the minimum clearance, while narrower ones would not provide enough clearance for the turn.

3. Do not extend inboard TRs in flight while _____ are deployed.

- A. Flaps**
- B. Slats
- C. Gear
- D. Doors

Wing high-lift devices are interlocked so that certain surfaces don't move together in flight. The inboard trailing-edge devices (TRs) are part of the same high-lift system as the flaps, and extending them while the flaps are deployed would change trailing-edge geometry in a way that can cause surface interference and exceed safe wing loads. To keep operating within safe limits, the rule is to keep the inboard TRs retracted whenever the flaps are deployed in flight. Slats, gear, and doors operate under different limits and aren't part of this particular interlock, so they don't drive this restriction.

4. For Driftdown (2 or 3 Engine), what Mach number corresponds to the setting?

- A. 0.55
- B. 0.50
- C. 0.65
- D. 0.60**

Driftdown is the prescribed speed you follow when one or more engines fail, to ensure you can descend safely while keeping control and staying within performance limits with the remaining engines. For a C-5 with two or three engines out, the driftdown setting is chosen to balance enough airflow for control with the reduced thrust available. In this context, the Mach number for two- or three-engine driftdown is 0.60. This speed provides the necessary energy margin and airspeed to maintain controllability and a safe descent path with the engine(s) inoperative. Slower speeds would reduce airflow too much and risk stall or insufficient control, while faster speeds would demand more thrust than the remaining engines can reliably provide to sustain safe flight. The 0.60 value is the setting that best fits the expected performance envelope for these engine-out conditions.

5. The high altitude penetration shall not be initiated at gross weight of which value?

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

High altitude penetration requires enough energy and performance margin to reach and hold the target altitude safely. As aircraft gross weight increases, climb capability and acceleration degrade, and stall margins shrink. There is a weight threshold beyond which initiating the high altitude penetration would leave insufficient performance to complete the maneuver safely. That threshold is 600,000 pounds, so you should not begin the high altitude penetration at that weight. Lighter weights (below 600,000 pounds) may be considered for initiation under the applicable conditions, while weights at or above this limit are not authorized to start the maneuver.

6. What is the maximum airspeed when yaw augmentation is faulted or inoperative?

- A. 300 / .825**
- B. 350 / .825
- C. 350 / .85
- D. 30

Yaw augmentation provides damping for yaw motions, helping keep the airplane stable in the directional axis. When that system is faulted or inoperative, the aircraft becomes more prone to unstable yaw-roll behavior (Dutch roll) at higher speeds. To maintain safe handling and stay within the tested envelope without the yaw damper, the maximum airspeed is limited to 300 knots indicated airspeed, or Mach 0.825, whichever applies. This lower limit helps ensure controllability and protects structural and handling margins when the yaw damping is unavailable. Higher speeds (like the other options) would increase the risk of unstable response without yaw dampening, and an unrealistically low value (30) isn't practical for normal operations.

7. 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.

8. Maximum speed to deploy the inboard TR?

- A. 350 / .825
- B. 300 / .825**
- C. 350 / .85
- D. 30

When deploying a mechanism like the inboard TR, you're working within a two-parameter speed envelope: indicated airspeed (IAS) and Mach number. To stay within safe limits, you must not exceed either value. The maximum allowable deployment speed is the lower of the two limits. Here, the two relevant limits are 300 knots IAS and Mach 0.825. Since 0.825 Mach is more restrictive than 0.85 Mach, and 300 knots IAS is lower than 350 knots, the combination that satisfies both constraints is 300 knots or Mach 0.825. Any option with 350 knots would violate the IAS limit, and the 30 option is far outside the specified envelope. Thus, the maximum safe deployment speed is 300 / 0.825.

9. For Main Tank Low, what is the Mach number corresponding to the setting?

- A. 0.800
- B. 0.835
- C. 0.830
- D. 0.825**

When the main fuel tanks are low, the airplane must operate with a more conservative speed limit to preserve structural margins and handling stability as weight and fuel distribution change. The setting for Main Tank Low is 0.825 Mach, which provides an appropriate buffer against excessive dynamic pressure and potential control or structural limits as fuel is depleted. The other Mach values do not correspond to this low-fuel configuration, so they would not reflect the required operating envelope for Main Tank Low.

10. What is the difference in thousands of feet between the maximum climb altitudes for outboard and inboard engines when using JP-8 suction feed?

- A. 4,000 ft
- B. 6,000 ft
- C. 8,000 ft**
- D. 10,000 ft

When JP-8 suction feed is in use, fuel flow to each engine depends on the suction pressure available to pull fuel from the wing tanks. As you climb, ambient pressure drops and the suction head becomes less capable of delivering fuel, so each engine's practical maximum climb altitude is limited by how far its feed lines and tanks can maintain adequate suction. The outboard engines have longer or differently routed feed paths than the inboard engines, which increases suction losses and tightens the altitude at which they can be reliably fed. This creates a fixed gap between the maximum climb altitudes for the two sets of engines. For the C-5 with JP-8 suction feed, that difference is eight thousand feet, which is why the correct answer is eight thousand.

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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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