

MH-60S PLANE CAPTAIN PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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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. If the position lights go steady, what does it indicate?**
 - A. Maintenance is required
 - B. Aircraft is in idle
 - C. Pilots are ready for takeoff
 - D. The APU is activated

- 2. For how long is a DTA (Daily Technical Assessment) valid?**
 - A. 48 hours
 - B. 72 hours
 - C. 24 hours
 - D. 60 hours

- 3. What is the maximum allowable hydraulic class for the S.E. in the Navy?**
 - A. Class 1
 - B. Class 2
 - C. Class 3
 - D. Class 4

- 4. What type of fuel does the MH-60S typically use?**
 - A. Aviation Gasoline
 - B. JP-5 Fuel
 - C. Diesel Fuel
 - D. Jet A Fuel

- 5. Which of the following best describes the configuration of the MH-60S rotor system?**
 - A. Single rotor with auxiliary tail rotor
 - B. Dual counter-rotating rotors
 - C. Collective rotor with fixed pitch
 - D. Coaxial rotor system

- 6. What is the impact of crew fatigue on flight safety?**
 - A. Increased enthusiasm and focus
 - B. Impairment of decision-making and reaction times
 - C. Nothing significant
 - D. Enhanced overall performance due to adrenaline

7. What does AAR-47 indicate as a hazard?

- A. Lead Poisoning
- B. Double Nickel Salt
- C. Fire Hazard
- D. Chemical Spill Risk

8. What is the required quantity of fluid for the IGB and TGB combined?

- A. 1.16 quarts
- B. 2.75 quarts
- C. 200 cc
- D. 2 quarts

9. What is the heavy mixing solution ratio?

- A. 1 part cleaner 4 parts water
- B. 1 part cleaner 1 part water
- C. 1 part cleaner 2 parts water
- D. 1 part cleaner 3 parts water

10. Where can the ADB be located?

- A. In the pilot's briefing room
- B. On the aircraft itself
- C. Located in NALCOMIS and Maintenance Control
- D. In the hangar office

Answers

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

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Explanations

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1. If the position lights go steady, what does it indicate?

- A. Maintenance is required
- B. Aircraft is in idle
- C. Pilots are ready for takeoff**
- D. The APU is activated

The indication of steady position lights is an important signal regarding aircraft readiness and safety. When the position lights are steady, it typically indicates that the aircraft is in a state of readiness for takeoff. This is a crucial communication tool on the flight line, as it informs ground crew and other aircraft that the pilots are prepared for the next phase of flight operations, which may involve takeoff. Position lights serve to make the aircraft visible in various conditions, enhancing safety during nighttime or low-visibility operations. When these lights transition from flashing to steady, it signifies that the pilots have completed their pre-flight checks and are ready to proceed with takeoff. The other options refer to different aircraft conditions or systems that do not relate to the state of readiness indicated by steady position lights. For example, maintenance needs typically would involve indications or warnings that require attention but not a steady light. The aircraft being in idle refers to the engine's throttle position, which does not directly correlate with the light status. Lastly, the activation of the Auxiliary Power Unit (APU) involves different indicators and would not cause position lights to become steady in the same context. Understanding these operational signals is vital for maintaining effective communication and safety during aircraft operations.

2. For how long is a DTA (Daily Technical Assessment) valid?

- A. 48 hours
- B. 72 hours**
- C. 24 hours
- D. 60 hours

The Daily Technical Assessment (DTA) is essential for ensuring the operational readiness of the aircraft. The validity period of 72 hours means that once a DTA is completed, the assessment remains applicable for that duration, reflecting the condition of the aircraft and its systems. This timeframe allows maintenance personnel and pilots to rely on the assessment for daily operations, providing a clear window during which the aircraft is deemed fit for flight. This 72-hour validity is crucial as it balances the need for thorough inspections with operational efficiency, allowing routine flight operations while emphasizing the importance of aircraft readiness and safety. Regular assessments continue to ensure any changes in equipment status or discrepancies are identified and addressed promptly if the aircraft is operational beyond this timeframe.

3. What is the maximum allowable hydraulic class for the S.E. in the Navy?

- A. Class 1
- B. Class 2
- C. Class 3**
- D. Class 4

The maximum allowable hydraulic class for the S.E. (Support Equipment) in the Navy is Class 3. This classification system is used to categorize hydraulic fluids based on their properties and performance characteristics. Class 3 fluids are typically formulated to provide a balance between performance, safety, and environmental concerns. Class 3 hydraulic fluids are designed to meet stringent operational requirements, ensuring compatibility with various components used in military applications, including aircraft and support equipment. Their formulations help in maintaining the performance of hydraulic systems, particularly in demanding environments where reliability is paramount. This allows for the effective functioning of critical systems on Navy aircraft like the MH-60S. In comparison, other classes such as Class 1 and Class 2 may not have the same capabilities or properties that are essential for military use, particularly in high-performance or harsh operational scenarios. This is why Class 3 is the maximum allowable class for hydraulic systems in the Navy, reflecting the necessity for high performance and safety standards in military operations.

4. What type of fuel does the MH-60S typically use?

- A. Aviation Gasoline
- B. JP-5 Fuel**
- C. Diesel Fuel
- D. Jet A Fuel

The MH-60S typically uses JP-5 fuel, which is a military-grade aviation turbine fuel designed for use in jet engines. JP-5 has a high flash point, making it safer for aircraft operations on aircraft carriers, where there is a greater risk of fire due to confined spaces and the presence of flammable materials. Using JP-5 is advantageous because it provides good combustion properties and stability, which is critical in the demanding environments faced by naval aviation. Its formulation minimizes the risks associated with fuel volatility, thus enhancing safety for operations in a maritime setting. Although other fuel types like aviation gasoline, diesel fuel, or Jet A fuel are utilized in various aircraft or ground vehicles, they are not suitable for the specific design and operational needs of the MH-60S, which is tailored for military operations that require the unique properties of JP-5.

5. Which of the following best describes the configuration of the MH-60S rotor system?

- A. Single rotor with auxiliary tail rotor**
- B. Dual counter-rotating rotors
- C. Collective rotor with fixed pitch
- D. Coaxial rotor system

The configuration of the MH-60S rotor system is best described as a single rotor with an auxiliary tail rotor. In this design, the main rotor provides the necessary lift and propulsion for the helicopter, while the auxiliary tail rotor functions to counteract the torque generated by the main rotor during flight. This configuration allows for increased stability and control, making it suitable for various operational tasks the MH-60S is designed for. The main rotor's ability to efficiently generate lift and thrust is complemented by the tail rotor, which helps maintain directional control. This design is common in many helicopters, making it effective and reliable for the diverse missions that the MH-60S undertakes, including search and rescue, troop transport, and medical evacuation.

6. What is the impact of crew fatigue on flight safety?

- A. Increased enthusiasm and focus
- B. Impairment of decision-making and reaction times**
- C. Nothing significant
- D. Enhanced overall performance due to adrenaline

Crew fatigue significantly impairs decision-making and reaction times, which are critical components of flight safety. When crew members are fatigued, their cognitive functions may diminish, leading to slower judgment and decreased situational awareness. This impairment can cause delays in responding to changing conditions, failure to notice critical cues, and poor communication among team members. Fatigue also impacts physical performance, making it harder for crew members to execute tasks that require fine motor skills or quick reflexes. The cumulative effect of these impairments can increase the likelihood of errors, ultimately jeopardizing the safety of the flight. Addressing and mitigating crew fatigue is essential for maintaining high standards of safety and operational effectiveness in aviation.

7. What does AAR-47 indicate as a hazard?

- A. Lead Poisoning
- B. Double Nickel Salt**
- C. Fire Hazard
- D. Chemical Spill Risk

The AAR-47 is a system used primarily for detecting and identifying various types of incoming threats to an aircraft, particularly in terms of missile threats. It utilizes multiple sensors to assess potential risks from heat and infrared sources in the environment. Among the options provided, the identification of a hazard by the AAR-47 would typically be related to missile threats rather than the specific items listed in the answers. "Double Nickel Salt" refers to a type of sodium-based compound and is not directly related to aviation hazards or the function of the AAR-47. Therefore, the focus would typically be on understanding that the AAR-47 relates to identifying threats such as hostile fire or incoming missiles rather than any of the environmental hazards indicated in the other choices. Understanding the AAR-47's purpose helps clarify why it would not indicate lead poisoning, fire hazards, or chemical spill risks, as these issues are outside the operational parameters of this detection system. It focuses specifically on identifying threats to the aircraft rather than environmental or health concerns.

8. What is the required quantity of fluid for the IGB and TGB combined?

- A. 1.16 quarts
- B. 2.75 quarts**
- C. 200 cc
- D. 2 quarts

The correct answer indicates that the combined required quantity of fluid for the Intermediate Gearbox (IGB) and the Tail Gearbox (TGB) is 2.75 quarts. This value is critical for maintaining optimal lubrication and cooling within these gearboxes, which are essential for the helicopter's transmission system. Maintaining the correct fluid level in the IGB and TGB helps ensure that the gears operate smoothly, reduces friction, and minimizes wear on the components. Insufficient lubrication can lead to overheating and potential failure of the gearboxes, which can compromise the aircraft's performance and safety. While other specified quantities may relate to different components or systems within the helicopter, the 2.75 quarts requirement reflects the specific design and operational needs of the IGB and TGB in the MH-60S, making it essential for successful flight operations and maintenance protocols.

9. What is the heavy mixing solution ratio?

- A. 1 part cleaner 4 parts water
- B. 1 part cleaner 1 part water**
- C. 1 part cleaner 2 parts water
- D. 1 part cleaner 3 parts water

The heavy mixing solution ratio of 1 part cleaner to 1 part water is important because it provides an effective concentration of cleaning agents that can effectively remove tougher contaminants while still being safe to use on aircraft surfaces and components. This balanced ratio ensures that the cleaning solution retains its potency without being overly concentrated, which could lead to surface damage or residues that interfere with function or maintenance. Using equal parts also simplifies the mixing process, making it easier for personnel to prepare the solution accurately during operations. This is particularly beneficial in an aviation environment where consistent and reliable cleaning practices are crucial for maintenance and safety. The other ratios may not deliver the same level of cleaning effectiveness or could potentially compromise safety and integrity, highlighting the importance of adhering to the correct heavy mixing solution ratio.

10. Where can the ADB be located?

- A. In the pilot's briefing room
- B. On the aircraft itself
- C. Located in NALCOMIS and Maintenance Control**
- D. In the hangar office

The Aviation Data Base (ADB) is a key component for maintenance personnel and operational readiness, providing vital information regarding aircraft status, maintenance records, and other technical data. The correct response indicates that the ADB can be accessed through NALCOMIS (Naval Aviation Logistics Command Management Information System) and Maintenance Control, which are essential systems for managing and analyzing aviation logistics and maintenance. Having the ADB available in these systems ensures that personnel can retrieve up-to-date data regarding aircraft performance and maintenance history, which is critical for planning and conducting maintenance actions. Unlike physical locations such as the pilot's briefing room, the aircraft itself, or the hangar office, access through NALCOMIS and Maintenance Control aligns with how maintenance data is effectively centralized and managed in a digital format, allowing for real-time updates and better-informed decision-making in aviation operations.

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://mh60splanecaptain.examzify.com>

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

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