

# Mission Helicopter-65E (MH-65E) Standardization Practice Test (Sample)

## Study Guide



**Everything you need from our exam experts!**

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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. Rapid control inputs during maneuvers at high angle of bank may cause momentary \_\_\_\_\_ following, or concurrently with, illumination of the LIMIT light, SERVO LIMIT caution message on the EICAS page, and audio tone.**
  - A. locking of the flight controls**
  - B. indications of a servo jam**
  - C. loss of hydraulic pressure**
  - D. illumination of the SEC HYD HI Pres**
  
- 2. Which person is primarily responsible for briefing aircrew and passengers before and after a mission?**
  - A. PIC**
  - B. Flight Surgeon**
  - C. Ground Safety Officer**
  - D. Mission Commander**
  
- 3. Operation of the Nr HI system greatly \_\_\_\_\_ tail rotor authority.**
  - A. Decreases**
  - B. UnDetermined**
  - C. No effect**
  - D. Increases**
  
- 4. Which warning will illuminate on the EICAS page in the event of a loss of hydraulic pressure to either system or with a jammed rotor distributor valve on any of the main or tail flight control servos?**
  - A. SERVO JAM**
  - B. HYDRAULIC LOSS**
  - C. FUEL LOW**
  - D. MASTER WARN**
  
- 5. Also known as blade pitch angle, the \_\_\_\_\_ is the angle between the chord line of a blade and the rotor hub.**
  - A. Angle of incidence**
  - B. Resultant relative wind**
  - C. Angle of attack**
  - D. Total aerodynamic force**

- 6. A ULY condition can normally be differentiated from a loss of tail rotor thrust by the rate of yaw acceleration experienced.**
- A. False**
  - B. True**
  - C. Not Enough Information**
  - D. Cannot Tell**
- 7. To override FD torque limitations, depress the \_\_\_ switch on the collective and apply the \_\_\_ power required for the maneuver.**
- A. C-SYNC and NECESSARY**
  - B. C-SYNC and REQUIRED**
  - C. D-SYNC and NECESSARY**
  - D. B-SYNC and NECESSARY**
- 8. At about what airspeed does the helicopter go through effective translational lift (ETL)?**
- A. 12-16 knots**
  - B. 16-24 knots**
  - C. 24-28 knots**
  - D. 28-32 knots**
- 9. Engine Post Shutdown Fire: If TOT continues to rise or does not decrease after engine post shutdown fire, which action should be performed first?**
- A. EMERGENCY ELECTRICAL CUTOFF; ROTOR BRAKE; EVACUATE**
  - B. Land/DITCH IMMEDIATELY**
  - C. CRANK BUTTON DEPRESS**
  - D. EFSL OFF; OFF**

**10. A transformer rectifier powered from the No. 2 AC system provides emergency DC power to the \_\_\_\_\_ if both starter / generators are inoperative.**

- A. Battery Bus**
- B. No 1 Main DC Bus**
- C. No 2 Main DC Bus**
- D. Both main DC Buses**

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## Answers

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

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## **Explanations**

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**1. Rapid control inputs during maneuvers at high angle of bank may cause momentary \_\_\_\_\_ following, or concurrently with, illumination of the LIMIT light, SERVO LIMIT caution message on the EICAS page, and audio tone.**

**A. locking of the flight controls**

**B. indications of a servo jam**

**C. loss of hydraulic pressure**

**D. illumination of the SEC HYD HI Pres**

Rapid control inputs at a high bank push the helicopter's hydraulic servo system toward its limits. When that limit is reached, the protection logic kicks in, and you'll see the LIMIT light, the SERVO LIMIT caution on the EICAS, and hear the audio tone. To prevent damage from excessive servo movement, the flight controls may momentarily lock in position as the system holds the deflection until it's within safe bounds. This lock is brief and releases once the inputs slow or the aircraft is back within limits, after which normal control response returns. This behavior is different from a servo jam, which implies a continuous mechanical obstruction; it also differs from a loss of hydraulic pressure, which would degrade or lose control capability rather than cause a brief protective lock. The SEC HYD HI Pres warning points to hydraulic pressure issues, not this transient protective lock during aggressive maneuvering.

**2. Which person is primarily responsible for briefing aircrew and passengers before and after a mission?**

**A. PIC**

**B. Flight Surgeon**

**C. Ground Safety Officer**

**D. Mission Commander**

The main idea is who has the authority and responsibility to communicate the mission plan and safety details to everyone aboard. The pilot-in-command is the person who holds ultimate responsibility for the flight's safety and conduct, so they are the natural choice to brief both aircrew and passengers before a mission and to lead the post-mission debrief. Before a mission, the briefing from the PIC covers the mission objectives, expected weather and flight conditions, route and altitudes, fuel status, potential hazards, and the actions each crew member and passenger should take in normal and emergency situations. They also clarify each person's role during the mission so everyone understands their responsibilities. After the mission, the debrief allows the PIC to review performance, note any discrepancies or maintenance needs, and capture safety observations to improve future operations. The flight surgeon focuses on medical readiness and medical considerations, not the overall mission briefing. The ground safety officer concentrates on safe operations on the ground rather than the in-air crew coordination. A mission commander may exist in a larger operation, but the actual briefing responsibility for flight operations and passenger safety rests with the PIC, who has the final say and accountability for the flight.

3. Operation of the Nr HI system greatly \_\_\_\_\_ tail rotor authority.

- A. Decreases
- B. UnDetermined
- C. No effect
- D. Increases**

Raising Nr to the high-speed setting increases the available main rotor torque and engine power margin, which directly boosts the tail rotor's anti-torque capability. In other words, with Nr HI the system allows more power to be allocated to countering main rotor torque, so pedal input produces a larger yaw response. This makes tail rotor authority greater than at normal Nr, improving yaw control in demanding situations.

4. Which warning will illuminate on the EICAS page in the event of a loss of hydraulic pressure to either system or with a jammed rotor distributor valve on any of the main or tail flight control servos?

- A. SERVO JAM**
- B. HYDRAULIC LOSS
- C. FUEL LOW
- D. MASTER WARN

The warning shown is specific to a fault in a hydraulic flight-control servo. If a rotor distributor valve in any main or tail servo jams, or there is loss of hydraulic pressure to that servo, the system flags a servo-level fault. That dedicated indication is SERVO JAM, which alerts you that one of the flight-control servos is jammed or not receiving hydraulic pressure, rather than a generic hydraulic system fault. HYDRAULIC LOSS would indicate a broader drop in hydraulic pressure affecting the system as a whole, not a specific servo fault. FUEL LOW is unrelated to hydraulic servo status, and MASTER WARN is a general alert that can accompany multiple faults but does not specify the servo issue. The key idea is that a jam in a rotor distributor valve on a servo creates a servo-specific fault, hence SERVO JAM.

5. Also known as blade pitch angle, the \_\_\_\_\_ is the angle between the chord line of a blade and the rotor hub.

- A. Angle of incidence**
- B. Resultant relative wind
- C. Angle of attack
- D. Total aerodynamic force

The concept being tested is how the blade is pitched relative to the rotor hub. The blade pitch angle, which is also called the incidence, is the angle between the blade's chord line and the rotor hub. It's a geometric measure of how the blade is mounted and pitched, independent of the wind hitting the blade. The angle of attack, by contrast, is the angle between the blade's chord line and the actual airflow (the relative wind). That angle depends on airspeed, rotor inflow, and flight condition, and it governs the lift produced by the airfoil section at that moment. The other terms described aren't angles: resultant relative wind describes the airflow direction, and total aerodynamic force is a force vector acting on the blade.

**6. A ULY condition can normally be differentiated from a loss of tail rotor thrust by the rate of yaw acceleration experienced.**

**A. False**

**B. True**

**C. Not Enough Information**

**D. Cannot Tell**

Yaw dynamics reveal the difference between an uncommanded yaw (ULY) and a loss of tail rotor thrust. When yaw is uncommanded, the helicopter experiences an unexpected, uncontrolled moment that causes a rapid change in yaw rate—high yaw acceleration—as the airframe and rotor system respond to the sudden imbalance. This abrupt, accelerating motion is a distinctive sign of ULY because there is no deliberate input directing the yaw and the system must contend with the uncommanded moment. In contrast, a loss of tail rotor thrust leaves the main rotor torque unopposed and the aircraft develops yaw more gradually. The resulting yaw behavior tends to be slower to rise and more predictable once the unbalance is established, especially as the pilot or the flight control system applies corrective inputs. Thus, observing the rate of yaw acceleration provides a practical way to tell ULY apart from tail rotor thrust loss under typical flight conditions.

**7. To override FD torque limitations, depress the \_\_\_ switch on the collective and apply the \_\_\_ power required for the maneuver.**

**A. C-SYNC and NECESSARY**

**B. C-SYNC and REQUIRED**

**C. D-SYNC and NECESSARY**

**D. B-SYNC and NECESSARY**

When you need to go beyond the Flight Director's torque limits, you override those safeguards by using the C-SYNC switch on the collective. This switch disables the FD torque protection just long enough to let you deliver the power the maneuver requires. After engaging C-SYNC, you apply the power necessary to complete the maneuver, while still monitoring engine and rotor parameters. D-SYNC or B-SYNC aren't the switches used for this override, and the common phrasing for the power you apply is "necessary power" for the maneuver.

**8. At about what airspeed does the helicopter go through effective translational lift (ETL)?**

- A. 12-16 knots
- B. 16-24 knots**
- C. 24-28 knots
- D. 28-32 knots

Effective translational lift begins when forward airspeed introduces translational flow through the rotor disk, reducing rotor downwash effects and making the rotor more efficient. As you pick up speed, the rotor sees more air moving opposite to the blade and less blind hover downwash, so the same rotor RPM produces more lift with less power. This transition happens in the mid-speed range, typically around 16 to 24 knots indicated airspeed, where the helicopter shifts from hover-dominant lift to translational lift. You'll notice the aircraft needing less power to maintain altitude and gaining better forward performance as you pass this onset range.

**9. Engine Post Shutdown Fire: If TOT continues to rise or does not decrease after engine post shutdown fire, which action should be performed first?**

- A. EMERGENCY ELECTRICAL CUTOFF; ROTOR BRAKE; EVACUATE**
- B. Land/DITCH IMMEDIATELY
- C. CRANK BUTTON DEPRESS
- D. EFSL OFF; OFF

When a post-shutdown engine fire shows TOT continuing to rise, the priority is to remove sources of energy fueling the fire and then secure the rotor before evacuating. Cutting emergency electrical power immediately shuts down electrical systems and any pumps that could feed or sustain the fire, reducing heat and ignition sources. After that, applying the rotor brake locks the rotor, stopping windmilling and preventing blade movement or contact with personnel, which helps contain the fire and makes the area safer to evacuate. Finally, evacuate to get crew away from the aircraft. The other options don't address the immediate need to cut energy sources and secure the rotor first. Depressing the crank button would re-energize parts of the system and worsen the fire. The emergency fuel shutoff lever is important, but cutting electrical power takes precedence in reducing overall energy input and potential ignition sources. A landing or ditch might be necessary later, but it isn't the first action when TOT is still rising from a post-shutdown fire.

**10. A transformer rectifier powered from the No. 2 AC system provides emergency DC power to the \_\_\_\_\_ if both starter / generators are inoperative.**

**A. Battery Bus**

**B. No 1 Main DC Bus**

**C. No 2 Main DC Bus**

**D. Both main DC Buses**

When primary power is gone, an emergency DC source is needed for essential systems. The transformer-rectifier fed from the No. 2 AC system is designed to energize the Battery Bus in this situation, so that critical loads can continue to operate even with starters and generators out of service. The main DC busses normally get power from their respective generators, and without those generators they wouldn't have a direct emergency feed from the transformer-rectifier. Therefore, the emergency DC power goes to the Battery Bus to keep essential equipment powered.

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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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://mh65estan.examzify.com>**

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

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