

MISSION HELICOPTER-65E (MH-65E) STANDARDIZATION PRACTICE TEST (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. The wind direction for Low Hover Single Engine maneuvers must be within how many degrees of the nose?**
 - A. 60 degrees
 - B. 30 degrees
 - C. 15 degrees
 - D. 45 degrees

- 2. Which option is not part of the corrective actions for inadvertent IMC?**
 - A. Announce Inadvertent IMC
 - B. Establish Instrument Scan
 - C. Establish Safe Altitude, Airspeed, and Heading
 - D. Squawk 7600

- 3. There will be no aural warning if the Flight Director becomes uncoupled from the AFCS.**
 - A. True
 - B. False
 - C. Uncertain
 - D. Only Above Flight Level

- 4. Which statement is true regarding battery life when DC powered equipment is secured?**
 - A. The DC system will shut down after 15 minutes
 - B. DC power is only available for 30 minutes
 - C. Battery life remains fixed at 30 minutes
 - D. The battery life can extend beyond 30 minutes when DC powered equipment is secured

- 5. Use of GA is limited to greater than how many feet AGL/AWL?**
 - A. 5 feet
 - B. 15 feet
 - C. 25 feet
 - D. 35 feet

6. Which pedal direction is used for antitorque control when the main rotor rotates clockwise as viewed from above?
- A. LEFT
 - B. RIGHT
 - C. CENTER
 - D. BOTH
7. In the case of a shorted _____, the respective line contactor and battery relay will deenergize and illuminate the associated battery relay OPEN light and generator FAIL light.
- A. Battery Bus
 - B. Line Contactor
 - C. Main DC Bus
 - D. Battery Relay
8. The lift capability of the rotor system is limited by the actual collective stop and NR will not increase above _____ RPM in the Training Mode until the collective is reduced to a power level below the good engine topping.
- A. 320 RPM
 - B. 300 RPM
 - C. 360 RPM
 - D. 400 RPM
9. In vortex ring state, when collective is raised, which statement about rotor disk portions is accurate?
- A. The unstalled portion grows outward, increasing descent.
 - B. The stalled portion shrinks, decreasing descent.
 - C. The stalled portion grows outward from the root, increasing descent.
 - D. The unstalled portion grows inward, decreasing descent.
10. What is the maximum touchdown sink rate (ft/min) at a maximum gross weight of 8900 lb?
- A. 600 ft/min
 - B. 400 ft/min
 - C. 700 ft/min
 - D. 800 ft/min

Answers

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

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Explanations

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1. The wind direction for Low Hover Single Engine maneuvers must be within how many degrees of the nose?

- A. 60 degrees
- B. 30 degrees
- C. 15 degrees
- D. 45 degrees**

In a low hover with one engine inoperative, wind direction relative to the nose directly affects how controllable the helicopter is. Keeping the wind within 45 degrees of the nose ensures the pilot has enough directional stability and control authority to hold a precise hover with limited thrust and reduced anti-torque capability. If the wind comes from more than 45 degrees off the nose, the crosswind component becomes harder to counter with the available power and rotor thrust, leading to greater lateral drift, yaw tendencies, and a less controllable hover. A wind limit of 45 degrees provides a practical balance between safety and maneuverability, avoiding the excessive difficulty of larger crosswinds while not being so restrictive that normal training scenarios become impractical.

2. Which option is not part of the corrective actions for inadvertent IMC?

- A. Announce Inadvertent IMC
- B. Establish Instrument Scan
- C. Establish Safe Altitude, Airspeed, and Heading
- D. Squawk 7600**

When you unexpectedly enter instrument meteorological conditions, the priority is to regain control by flying with reference to the instruments and stabilizing the flight path. The corrective actions focus on communication within the crew, establishing a reliable instrument scan to determine attitude and flight path, and setting conservative, safe parameters to maintain terrain clearance and begin a return to VMC if possible. Announcing that inadvertent IMC has occurred helps coordinate the crew and ensures everyone is focused on the same task. Establishing an instrument scan is essential because visual cues are unreliable, so you must rely on the attitude indicator and other flight instruments to hold a stable, controlled flight. Setting a safe altitude, airspeed, and heading is about maximizing your margin for error and making deliberate, predictable adjustments to steer toward better weather or a safe area. Squawk 7600, on the other hand, is the transponder code used to indicate a loss of radio communications. While important in a separate communications failure scenario, it is not part of the corrective actions for inadvertent IMC itself.

3. There will be no aural warning if the Flight Director becomes uncoupled from the AFCS.

- A. True
- B. False**
- C. Uncertain
- D. Only Above Flight Level

Understanding how the Flight Director's relationship with the AFCS is communicated to the crew is key. If the Flight Director becomes uncoupled from the AFCS, an aural warning is issued to alert you that the FD cues are no longer being provided by the autopilot system. This alert is there so you don't rely on FD guidance that isn't actively controlling the aircraft, signaling you to manually monitor flight attitude and, if needed, re-couple the FD to the AFCS. Because of that alert, the statement that there will be no aural warning is not correct. If you hear the warning, check the AFCS/FD status and restore coupling as required.

4. Which statement is true regarding battery life when DC powered equipment is secured?

- A. The DC system will shut down after 15 minutes
- B. DC power is only available for 30 minutes
- C. Battery life remains fixed at 30 minutes
- D. The battery life can extend beyond 30 minutes when DC powered equipment is secured**

Battery endurance depends on how much power is being drawn from the DC system. When DC powered equipment is secured, you reduce or remove nonessential loads, which lowers the current drawn from the battery. The 30-minute figure is a baseline under typical conditions, not a hard limit. With less load, the remaining battery energy can last longer than 30 minutes. So, the statement that battery life can extend beyond 30 minutes when DC powered equipment is secured is the most accurate.

5. Use of GA is limited to greater than how many feet AGL/AWL?

- A. 5 feet
- B. 15 feet
- C. 25 feet**
- D. 35 feet

Go-around is the maneuver to discontinue a landing and climb away safely. You must have enough altitude and rotor authority to transition from descent to a stable climb, achieve the necessary airspeed, and gain translational lift while avoiding obstacles or the ground. That safety margin is why the limit is set at 25 feet above the surface (AGL/AWL). Below that height you don't have sufficient time or clearance to safely perform the go-around, increasing the risk of a hard landing or collision. The lower options are too close to the ground to execute safely, while the higher option is more conservative than required.

6. Which pedal direction is used for antitorque control when the main rotor rotates clockwise as viewed from above?

- A. LEFT
- B. RIGHT**
- C. CENTER
- D. BOTH

Antitorque is produced by tail rotor thrust controlled by the pedals. When the main rotor is turning clockwise as seen from above, the rotor's torque makes the helicopter tend to yaw to the left. Pushing the pedals to the right increases tail rotor thrust in the direction that produces a yaw to the right, counteracting the leftward tendency and stabilizing the heading. Center or using both pedals wouldn't create the needed yaw moment, so the right pedal is the one you use to apply anti-torque in this rotor direction.

7. In the case of a shorted _____, the respective line contactor and battery relay will deenergize and illuminate the associated battery relay OPEN light and generator FAIL light.

- A. Battery Bus
- B. Line Contactor
- C. Main DC Bus**
- D. Battery Relay

Short on the main DC bus causes the entire DC distribution to collapse. The line contactor and the battery relay get their control or supply from that bus, so when the bus voltage drops due to the fault, those coils lose power and drop out. With both relays deenergized, the battery relay opens (OPEN light comes on) and the generator/feeder status shows as failed (GEN FAIL light). This arrangement makes sense because the main DC bus is the central point that feeds the generator's connection path and the battery's connection path; a fault here removes power from the relays that keep both sources connected to the bus. If the fault were in the Battery Bus or in the Line Contactor itself, the symptoms wouldn't reliably produce both the OPEN and GEN FAIL indications in the same way, since those paths and indicators are tied to the main DC bus's ability to power the relays. A fault isolated to the battery relay, the line contactor, or the battery bus would have a different, less consistent impact on these lights.

8. The lift capability of the rotor system is limited by the actual collective stop and NR will not increase above _____ RPM in the Training Mode until the collective is reduced to a power level below the good engine topping.

- A. 320 RPM**
- B. 300 RPM
- C. 360 RPM
- D. 400 RPM

The key idea is how rotor speed (NR) is tied to collective demand and engine power in Training Mode. When the collective is pushed up to the actual stop, the rotor system is demanding maximum lift, which increases rotor torque and drag. If the engine is at or near its topping limit, there isn't enough available power to push NR higher. That's why NR won't rise above a fixed ceiling—320 RPM—while the collective remains at that stop. To allow NR to increase beyond that point, you must reduce the collective so the rotor load decreases and the engine is no longer at good engine topping, freeing power to accelerate the rotor. So 320 RPM is the limit under those Training Mode conditions.

9. In vortex ring state, when collective is raised, which statement about rotor disk portions is accurate?

- A. The unstalled portion grows outward, increasing descent.
- B. The stalled portion shrinks, decreasing descent.
- C. The stalled portion grows outward from the root, increasing descent.**
- D. The unstalled portion grows inward, decreasing descent.

In vortex ring state the rotor operates in its own downwash, creating highly nonuniform inflow across the rotor disk. Raising collective increases blade pitch, but the disturbed flow from the rotor wake means the portion of the disk that is stalled shifts and expands in a specific way. The stalled region starts near the hub and grows outward toward the tips as collective is raised. As more of the disk becomes stalled, less of the rotor contributes effective lift, so the aircraft descends more rapidly. This is why the statement that the stalled portion grows outward from the root, increasing descent, is the best description.

10. What is the maximum touchdown sink rate (ft/min) at a maximum gross weight of 8900 lb?

A. 600 ft/min

B. 400 ft/min

C. 700 ft/min

D. 800 ft/min

Touchdown sink rate is the vertical speed limit allowed at the moment the helicopter touches the ground, set to protect the rotor, transmission, and landing gear from excessive loads. At heavier weights, there's more energy to absorb during contact, so the allowable rate is reduced to keep loads within safe limits. For the MH-65E at the maximum gross weight of 8,900 pounds, the limit is six hundred feet per minute. This means you should target a vertical speed at or below six hundred feet per minute as you settle onto the ground at that weight, using the collective to cushion the touchdown. Pushing beyond that rate would place higher peak loads on the landing gear and structure, especially given the higher engine/rotor power demands at that weight. At lighter weights, the envelope can be a bit higher, but at maximum gross weight you must respect the 600 ft/min limit to stay within safe operating limits.

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://mh65estan.examzify.com>

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

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