

Pathfinder Written Sling Load 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. Which of the following is a correct statement about UH-1N/Y compatibility with POAs?**
 - A. Only nylon slings are acceptable**
 - B. Only polyester slings can be used**
 - C. Multiple types of slings are acceptable**
 - D. All types of fittings are allowed**

- 2. What is the only authorized Point of Attachment to the A22 cargo bag?**
 - A. Large Suspension Clevis**
 - B. Medium Suspension Clevis**
 - C. Chain Sling Leg**
 - D. Fixed Loop Sling**

- 3. How many links are necessary for a 10K Sling Set on an A22 cargo bag?**
 - A. 1**
 - B. 2**
 - C. 3**
 - D. 4**

- 4. The Allowable Cargo Load is based on various factors. Which one of the following is not a factor?**
 - A. Type of aircraft**
 - B. Weight of cargo**
 - C. Altitude above sea level**
 - D. Temperature**

- 5. Which item is considered a prohibited load in sling load operations?**
 - A. A load without proper certification**
 - B. A load that has been tested and proven useful**
 - C. A load that meets all safety requirements**
 - D. A load designated for certified transport**

- 6. Where is the signalman located during hook up operations?**
- A. 20-25 meters behind the load**
 - B. 20-25 meters directly above the load**
 - C. 20-25 meters and within a 45 degree angle in front of the load**
 - D. Near the aircraft cockpit**
- 7. What are the four types of sling load configurations?**
- A. Single Point, Dual Point, Side by Side, Prohibited**
 - B. Single Point, Tandem, Dual Point, Shotgun**
 - C. Single Point, Dual Point, Tandem, Side by Side**
 - D. Single Point, Prohibited, Tandem, Side by Side**
- 8. What equipment may be necessary to stabilize a high load during transport?**
- A. Additional rigging**
 - B. More personnel**
 - C. Smaller aircraft**
 - D. Longer slings**
- 9. What is a common problem with narrow based loads during transport?**
- A. Higher drag**
 - B. Wider area for landing**
 - C. Increased risk of tipping**
 - D. Reduced weight**
- 10. Where do loads stabilize during transport?**
- A. At the front of the load**
 - B. Around the edges**
 - C. Center of gravity**
 - D. At the base of the load**

Answers

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

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Explanations

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1. Which of the following is a correct statement about UH-1N/Y compatibility with POAs?

- A. Only nylon slings are acceptable**
- B. Only polyester slings can be used**
- C. Multiple types of slings are acceptable**
- D. All types of fittings are allowed**

The correct statement about UH-1N/Y compatibility with POAs is that only polyester slings can be used. This is due to the properties of polyester, which make it more suitable for aviation use. Polyester has a higher resistance to UV degradation and abrasion compared to nylon, which ensures greater durability and safety in helicopter sling loads. Additionally, polyester does not stretch as much as nylon under load, providing more precise control and stability during transport. While other materials are often used in different situations or equipment, the safety requirements and specific operational conditions for the UH-1N/Y necessitate the use of polyester slings to ensure optimal performance and minimize risk during aerial operations. Hence, this specification helps maintain safety standards and operational effectiveness in aviation environments.

2. What is the only authorized Point of Attachment to the A22 cargo bag?

- A. Large Suspension Clevis**
- B. Medium Suspension Clevis**
- C. Chain Sling Leg**
- D. Fixed Loop Sling**

The only authorized Point of Attachment to the A22 cargo bag is the Medium Suspension Clevis. This specific clevis is designed to provide the appropriate load distribution and safety necessary for air transport operations. The standards for using the Medium Suspension Clevis ensure that the cargo bag is securely attached to the sling system and can withstand the stresses encountered during aerial delivery. Using the correct attachment point is critical for ensuring safety and performance. The other options may be used for different cargo or in different configurations, but only the Medium Suspension Clevis is validated for the A22 cargo bag, meeting the rigorous standards set forth in sling load operations. Utilizing the designated attachment ensures compliance with operational guidelines, reducing the risk of accidents or cargo failure during air transport.

3. How many links are necessary for a 10K Sling Set on an A22 cargo bag?

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

The correct answer for the number of links necessary for a 10K Sling Set on an A22 cargo bag is three links. This is based on the load capacities and limitations inherent in sling load operations. When utilizing a 10K Sling Set, it is critical to ensure that the load can be adequately secured and supported. The standard operational procedure indicates that three links are required to safely connect the A22 cargo bag to the sling set. This ensures that the weight is evenly distributed and that the load has sufficient strength to stay secure during transport, minimizing the risk of failure or accidents. Each link in the 10K Sling Set contributes to the overall strength and safety of the load being transported. Using fewer than three links would not meet the safety standards necessary for securing the A22 cargo bag, which could lead to an unstable or uncontrolled load trajectory when airlifting. In the case of the other options, fewer links (one or two) do not provide the requisite safety and support needed for the A22 cargo bag's weight, while more links than required could lead to unnecessary weight and complexity. Therefore, using three links is the established and safe standard for this specific load configuration.

4. The Allowable Cargo Load is based on various factors. Which one of the following is not a factor?

- A. Type of aircraft
- B. Weight of cargo**
- C. Altitude above sea level
- D. Temperature

The Allowable Cargo Load (ACL) is influenced by several critical factors that ensure the safe and effective transport of cargo by aircraft. The type of aircraft is a significant determinant, as different aircraft types have varying structural limitations and performance capabilities. The weight of cargo certainly plays a role, but it is not exclusively referred to as a factor in determining ACL in the same manner as the other options. Altitude above sea level is crucial because aircraft performance can diminish at higher elevations due to thinner air, affecting lift and engine performance. Similarly, temperature affects aircraft operation, as higher temperatures can decrease engine efficiency and lift, requiring adjustments in payload limits. While the weight of cargo influences the total load and must be considered when calculating ACL, it is inherent to the overall context of cargo loading. Hence, in this multiple-choice context, the weight of cargo is not classified as a standalone factor that determines ACL amidst the other environmental and operational conditions like type of aircraft, altitude, and temperature.

5. Which item is considered a prohibited load in sling load operations?

- A. A load without proper certification**
- B. A load that has been tested and proven useful**
- C. A load that meets all safety requirements**
- D. A load designated for certified transport**

In sling load operations, a load must meet specific certification requirements to ensure safety and reliability during transport. An item that is classified as a prohibited load is one that lacks the proper certification. This is critical because unverified or uncertified loads pose significant risks during flight, such as instability or failure, which could endanger both the personnel involved and the equipment being transported. Certified loads have been rigorously tested to ensure they meet safety standards, which facilitates safe and efficient sling loading procedures. The other options indicate situations where the load meets safety or operational guidelines, thereby making them acceptable for sling load operations. Proper certification signifies that the load has been evaluated for weight, size, and potential hazards, ensuring compliance with military standards and protocols for aerial transport.

6. Where is the signalman located during hook up operations?

- A. 20-25 meters behind the load**
- B. 20-25 meters directly above the load**
- C. 20-25 meters and within a 45 degree angle in front of the load**
- D. Near the aircraft cockpit**

The signalman plays a crucial role during hook up operations, providing essential visual cues and guidance to the aircraft and the ground crew. The correct position for the signalman is approximately 20-25 meters in front of the load and within a 45-degree angle. This positioning ensures optimal visibility for the signalman to communicate effectively with the aircraft pilot while still being able to monitor the load and any surrounding hazards. Being in front allows the signalman to see the aircraft's approach, enabling him to give timely signals for safe operation, while the 45-degree angle accounts for the arc within which the pilot can easily see and respond to the signalman's instructions. The spacing of 20-25 meters offers a safe distance from potential hazards associated with the load during hook up and departure. The other positions considered, such as directly behind the load or near the cockpit, do not facilitate effective communication and visual oversight required for ensuring a safe hook up process. Being directly above or behind could obscure the signalman's view of both the load and the aircraft, leading to a higher risk of miscommunication or accidents. Thus, the correct placement is essential for safety and efficiency during the operation.

7. What are the four types of sling load configurations?

- A. Single Point, Dual Point, Side by Side, Prohibited
- B. Single Point, Tandem, Dual Point, Shotgun
- C. Single Point, Dual Point, Tandem, Side by Side**
- D. Single Point, Prohibited, Tandem, Side by Side

The four types of sling load configurations recognized in aviation and logistics are Single Point, Dual Point, Tandem, and Side by Side. Single Point configuration involves attaching the load to a helicopter at a single point, allowing for stable transport and maneuverability. This method is ideal for loads that are balanced and structured to bear the weight effectively at one attachment point. Dual Point configuration uses two separate points for attachment, distributing the weight of the load more evenly. This is particularly useful for larger or irregularly shaped loads that require stability during flight, as it minimizes the pendulum effect that can occur with single-point attachments. Tandem configuration consists of two or more loads arranged end-to-end. This allows for the efficient transport of multiple loads by utilizing an extended attachment method which can help with weight distribution and flight safety. Side by Side configuration is designed for two loads attached alongside each other, facilitating the transport of two distinct items simultaneously. This configuration is especially advantageous when delivering multiple loads to a single location or when space is limited. Understanding these configurations is crucial for ensuring safe and effective sling loading operations in various military and civilian contexts.

8. What equipment may be necessary to stabilize a high load during transport?

- A. Additional rigging**
- B. More personnel
- C. Smaller aircraft
- D. Longer slings

Stabilizing a high load during transport is crucial for safety and control during movement, especially in challenging environments or when using aviation assets. Additional rigging can play a significant role in this stabilization process by providing extra support and attachment points that help evenly distribute weight and minimize the risk of swaying or shifting. Rigging hardware, such as straps, nets, or harnesses, enhances the load's security and ensures that it remains steady during flight or transport. In contrast, while having more personnel might assist in handling or managing the load before it is airborne, they do not directly contribute to stabilizing the load during transport. Similarly, smaller aircraft may not possess the capacity or requirements for heavier loads, and opting for longer slings might not inherently stabilize a high load but could introduce risks depending on the situation.

9. What is a common problem with narrow based loads during transport?

- A. Higher drag**
- B. Wider area for landing**
- C. Increased risk of tipping**
- D. Reduced weight**

Narrow-based loads are particularly susceptible to tipping during transport due to their limited stability. When a load is narrow-based, its center of gravity is less stable, especially when subjected to lateral forces, such as those encountered during transit or in turbulent air. This instability can lead to a higher likelihood of the load tipping over, which poses serious safety risks and can compromise the integrity of the load. In contrast, wider-based loads tend to distribute their weight more evenly, providing a lower center of gravity and enhanced stability. This reduced risk of tipping is crucial for the safety of both the loads being transported and the transport vehicle, whether it's a helicopter or another type of transport platform. Recognizing and addressing the challenges associated with narrow-based loads is essential for ensuring successful and safe sling load operations.

10. Where do loads stabilize during transport?

- A. At the front of the load**
- B. Around the edges**
- C. Center of gravity**
- D. At the base of the load**

The center of gravity is crucial for load stabilization during transport because it represents the point at which the mass of the load is evenly distributed. When a load is suspended and in motion, it tends to pivot around this point, leading to a more stable transport experience. If the load is too far off from its center of gravity, it can cause tipping or swinging, jeopardizing the safety and control of the transport. Understanding this principle is imperative for ensuring that loads are rigged correctly, which mitigates the risk of instability and potential accidents during aerial transportation. Being aware of the load's center of gravity helps operators make informed decisions about how to best secure and maneuver loads, ultimately promoting safety and efficiency.

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://pathfinderwrittenslingload.examzify.com>

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

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