

PATHFINDER WRITTEN SLING LOAD PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://pathfinderwrittenslingload.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

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

SAMPLE

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

SAMPLE

1. Which reference outlines Airdrop Platform Rigging Procedures?

- A. FM 3-21.38
- B. TM 4-48.10
- C. FM 4-20.102
- D. TM 4-48.11

2. What is the minimum weight capacity of an A22 cargo bag?

- A. 250 lbs
- B. 500 lbs
- C. 1000 lbs
- D. 1500 lbs

3. What special sling loads can only be flown with a CH-47?

- A. Single Point Loads
- B. Multiple Single Point Loads
- C. Dual Point Loads
- D. Multi-Point Loads

4. What is the standard load weight limit for a single-point sling load?

- A. 1,000 lbs
- B. 2,500 lbs
- C. 3,500 lbs
- D. 5,000 lbs

5. Which type of attachment cannot be used on a CH-47?

- A. Single Point Nylon attachment
- B. Multi-Point Steel attachment
- C. Dual Hook Attachment
- D. Swivel Hook Connection

6. What best describes a tandem load in sling loading?

- A. One load rigged
- B. Two loads rigged side by side
- C. Two loads rigged one in front of the other
- D. Single load rigged

- 7. Where should the heaviest load be attached when using multiple cargo hooks on a CH-47?**
- A. Center cargo hook
 - B. Forward cargo hook
 - C. Aft cargo hook
 - D. Side cargo hook
- 8. What defines a single point load in sling loading operations?**
- A. Two aircraft cargo hooks used
 - B. One aircraft cargo hook used
 - C. Two loads rigged
 - D. Single load rigged
- 9. Which of these conditions negatively affects load stability?**
- A. Low winds
 - B. High altitude
 - C. High center of gravity
 - D. Stable weather
- 10. What equipment may be necessary to stabilize a high load during transport?**
- A. Additional rigging
 - B. More personnel
 - C. Smaller aircraft
 - D. Longer slings

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which reference outlines Airdrop Platform Rigging Procedures?

- A. FM 3-21.38
- B. TM 4-48.10
- C. FM 4-20.102**
- D. TM 4-48.11

The correct reference that outlines Airdrop Platform Rigging Procedures is FM 4-20.102. This field manual provides comprehensive guidance on the principles, techniques, and procedures for rigging various items for airdrop operations. It includes detailed information about the configuration and setup necessary for ensuring safe and effective airdrop of cargo, personnel, and equipment from aircraft. By following the protocols detailed in this manual, personnel can ensure that their operations align with established military standards and safety practices. The other references listed do not focus specifically on Airdrop Platform Rigging Procedures. For instance, FM 3-21.38 pertains to the tactics, techniques, and procedures for air assault operations, while TM 4-48.10 provides information on the parachute system. TM 4-48.11 could cover additional aspects of rigging, but it does not specifically outline procedures for airdrop platforms like FM 4-20.102 does. This specific focus and detail make FM 4-20.102 the crucial resource for individuals involved in airdrop operations.

2. What is the minimum weight capacity of an A22 cargo bag?

- A. 250 lbs
- B. 500 lbs**
- C. 1000 lbs
- D. 1500 lbs

The minimum weight capacity of an A22 cargo bag is 500 lbs because this specification is designed to ensure safe and effective transport of supplies and equipment during sling load operations. The A22 cargo bag is widely utilized for moving a variety of cargo, and its capacity reflects the requirements for securing and lifting necessary items without risking damage to the cargo or the aircraft. Using a cargo bag with a capacity lower than 500 lbs would not meet operational needs, as it could compromise the integrity of the load and the safety of the flight. The design of the A22 ensures that it can accommodate a robust amount of cargo while still being manageable for airlifting purposes. Understanding this capacity is crucial for personnel involved in sling load operations to ensure compliance with safety protocols.

3. What special sling loads can only be flown with a CH-47?

- A. Single Point Loads
- B. Multiple Single Point Loads**
- C. Dual Point Loads
- D. Multi-Point Loads

The correct choice highlights the specific capabilities of the CH-47 Chinook helicopter regarding sling loads. The CH-47 is designed to handle multiple single point loads, which refers to the ability to carry multiple individual loads that each have their own attachment points, rather than being combined into a single unit. This capability is significant because it allows for increased efficiency in airlift operations. The CH-47's design includes a robust system of hooks and associated hardware that facilitates the secure transport of several loads simultaneously, which can be crucial for logistics and operational needs in various missions. In contrast, the other options relate to different types of sling load configurations that may not fully utilize the unique capabilities of the CH-47. Single point loads involve one load on a single hook, dual point loads involve one load supported at two points, and multi-point loads might suggest a different configuration that does not specifically align with the operational strengths of the CH-47 in handling multiple distinct loads.

4. What is the standard load weight limit for a single-point sling load?

- A. 1,000 lbs
- B. 2,500 lbs
- C. 3,500 lbs**
- D. 5,000 lbs

The standard load weight limit for a single-point sling load is 3,500 pounds. This weight limit is established to ensure safety and efficiency when conducting airlift operations. It is crucial for operators to adhere to this limit in order to prevent overloading, which can compromise the aircraft's performance and increase the risk during flight. Understanding and applying proper weight limits is essential for successful sling load operations, ensuring that the loads can be transported securely and safely without risking structural integrity of both the load and the aircraft.

5. Which type of attachment cannot be used on a CH-47?

- A. Single Point Nylon attachment**
- B. Multi-Point Steel attachment
- C. Dual Hook Attachment
- D. Swivel Hook Connection

The type of attachment that cannot be used on a CH-47 is the Single Point Nylon attachment. This is due to the design and operational capabilities of the CH-47 Chinook helicopter, which is primarily intended to utilize stronger and more secure attachment systems that can handle the dynamic loads associated with heavy lift operations. Nylon attachments, while useful in certain applications, do not provide the same strength or reliability as steel attachments, particularly in high-stress scenarios. The CH-47 is equipped with more robust options, like multi-point steel attachments, dual hook attachments, and swivel hook connections, which not only facilitate a wider variety of load configurations but also ensure a greater margin of safety during transport. In essence, the mission profile of the CH-47, designed for transporting heavy and complex loads, requires the use of more durable and secure attachment methods over nylon options. Therefore, the Single Point Nylon attachment is not compatible with the CH-47's operating characteristics.

6. What best describes a tandem load in sling loading?

- A. One load rigged
- B. Two loads rigged side by side
- C. Two loads rigged one in front of the other**
- D. Single load rigged

A tandem load in sling loading refers to the configuration where two loads are rigged one in front of the other. This configuration is used to optimize the use of helicopter cargo space and can enhance the efficiency of air transport operations. In this setup, the loads are typically connected in such a way that allows them to be lifted simultaneously while maintaining stability and balance. This distinction is essential because it affects how the load is secured and flown. The rigging must ensure that the front load does not obstruct the rear load and that both are properly balanced for safe flight. Understanding the proper configuration of tandem loads is crucial for effective sling load operations, as it directly impacts the safety and success of airlifting missions. Other options describe different configurations that do not accurately capture the tandem load arrangement. For example, a single load or loads rigged side by side does not involve the stacking behavior characteristic of a tandem load, thus highlighting the unique nature of this specific rigging method.

7. Where should the heaviest load be attached when using multiple cargo hooks on a CH-47?

- A. Center cargo hook**
- B. Forward cargo hook
- C. Aft cargo hook
- D. Side cargo hook

The correct choice is to attach the heaviest load to the center cargo hook when using multiple cargo hooks on a CH-47. This approach is essential for maintaining stability and balance during flight. By securing the heaviest load at the center, it helps to ensure that the aircraft's center of gravity is kept as close to neutral as possible. This positioning reduces the risk of the helicopter experiencing undesired pitch and roll movements, which can occur if the load is unevenly distributed or excessively concentrated at one end. In operations with multiple cargo hooks, the layout of the CH-47 is designed so that the center cargo hook is strategically positioned to handle the bulk of the load. This placement allows for better aerodynamic performance and enhances the overall safety of both the aircraft and the aircrew while in transit. The other hooks have their specific purposes and are generally used for lighter loads or to balance out distribution when necessary, but they are not suited for carrying the heaviest load due to concerns over stability and control during flight. The distinction in cargo hook functionality plays a crucial role in mission planning and load management, which is critical for successful operations.

8. What defines a single point load in sling loading operations?

- A. Two aircraft cargo hooks used
- B. One aircraft cargo hook used**
- C. Two loads rigged
- D. Single load rigged

A single point load in sling loading operations is defined by the use of one aircraft cargo hook. This setup allows for the attachment of a single load to the aircraft, ensuring a secure and stable transport of that load. The use of a single cargo hook simplifies the rigging process and reduces complexity in load management, making it easier for the pilot and the loadmaster to confirm the load is properly secured. The focus of a single point load is on minimizing means of attachment, which enhances safety and efficiency during flight, as the load is directly and clearly connected to the aircraft's singular hook. In contrast, options indicating two hooks or multiple rigged loads introduce complexity that is not characteristic of a single point load operation.

9. Which of these conditions negatively affects load stability?

- A. Low winds
- B. High altitude
- C. High center of gravity**
- D. Stable weather

A high center of gravity significantly impacts load stability in sling load operations. When the center of gravity is elevated, it increases the likelihood of tipping or swaying during transport. This instability can lead to the load swinging unpredictably, creating a hazardous situation for both the load itself and the aircraft. In contrast, a lower center of gravity contributes to more balanced and stable load behavior, helping to ensure safe transport. While other conditions, such as low winds and stable weather, typically promote stability, a high center of gravity inherently complicates the dynamics of the load, making it more susceptible to external forces.

10. 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.

SAMPLE

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!

SAMPLE