

Plane Captain Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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SAMPLE

Questions

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- 1. Which door has a tie down point?**
 - A. Door 9**
 - B. Door 16**
 - C. Door 54 L/R**
 - D. Door 64 L/R**
- 2. With a centerline drop tank, how many fuel points does the jet have?**
 - A. 8**
 - B. 10**
 - C. 12**
 - D. 14**
- 3. When passing underneath the aircraft, which area should you steer clear of?**
 - A. Propellers**
 - B. Bomb bay doors**
 - C. The tailhook and large flight controls**
 - D. Landing gear**
- 4. What is the purpose of wing walkers during a no-brakes move?**
 - A. To guide the aircraft position**
 - B. To check the fuel levels**
 - C. To assist with communications**
 - D. To secure the aircraft doors**
- 5. Which of the following is not an item to check before takeoff?**
 - A. Flight stability**
 - B. Fuel quantity**
 - C. Weight and balance**
 - D. Cabin temperature**

- 6. What is the daytime signal indicating there are no brakes on the aircraft?**
- A. Wings down position**
 - B. Chocks deployed**
 - C. Tailhook down**
 - D. Engine warning light on**
- 7. What is a 14-Day inspection primarily focused on?**
- A. Engine overhaul**
 - B. Wash job and special inspection**
 - C. Routine maintenance check**
 - D. Foreign object debris inspection**
- 8. What does the acronym MSDS stand for?**
- A. Material Safety Data Sheets**
 - B. Manufacturing Safety Data Sheets**
 - C. Material Safety Development System**
 - D. Minimized Safety Data Sheets**
- 9. What is the first step to take when dealing with an external engine fire?**
- A. Open the access panel**
 - B. Signal to pilots**
 - C. Use halon to extinguish**
 - D. Wind down the engine**
- 10. What does MSP code 984 indicate about the APU?**
- A. APU operating normally**
 - B. APU requires immediate maintenance**
 - C. APU needs servicing**
 - D. APU is overdue for inspection**

Answers

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

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Explanations

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1. Which door has a tie down point?

- A. Door 9
- B. Door 16**
- C. Door 54 L/R
- D. Door 64 L/R

Door 16 is equipped with a tie down point, which is essential for securing the aircraft during maintenance or when it is not in operation. Tie down points are strategically located on various doors to ensure that the aircraft remains stable and secure, preventing any unintended movement due to wind or other environmental factors. The specific design and functionality of Door 16 allow it to serve this critical purpose effectively. Understanding the placement of tie down points is crucial for maintaining safety protocols during aircraft handling. Other doors, while they may serve different functions or have other types of access points, do not include tie down points, making them less suitable for the specific need of securing the aircraft. Familiarity with these details is important for anyone involved in aircraft operations and maintenance.

2. With a centerline drop tank, how many fuel points does the jet have?

- A. 8
- B. 10**
- C. 12
- D. 14

A centerline drop tank is a type of external fuel tank that can be mounted to the centerline of an aircraft to increase its fuel capacity and range. When a jet is equipped with a centerline drop tank, it typically adds to the overall fuel capacity, allowing for more extended flight durations or additional payloads. The total number of fuel points on a jet usually accounts for the internal fuel tanks within the fuselage and wings, along with the external tanks. In the case of many military aircraft, the addition of a centerline drop tank increases the fuel point total by one, enabling the aircraft to have multiple options for fuel distribution, balancing, and usage during various phases of flight. Considering a standard military jet configuration, which may already include several internal tank points, the presence of a centerline drop tank typically raises the total number of usable fuel points. Thus, if the jet normally has nine fuel points internally (for instance), adding one for the drop tank results in a total of ten fuel points, making the selection of ten the accurate response. Understanding the impact of adding a centerline drop tank is crucial for proper fuel management, mission planning, and capability assessments during operations. This knowledge is essential for those serving in roles related to aircraft

3. When passing underneath the aircraft, which area should you steer clear of?

- A. Propellers**
- B. Bomb bay doors**
- C. The tailhook and large flight controls**
- D. Landing gear**

When passing underneath the aircraft, it is crucial to steer clear of the tailhook and large flight controls. This area poses significant safety risks due to the potential for movement or activation. The tailhook is designed to catch cables on an aircraft carrier during landing, and it may extend or retract unpredictably. The large flight controls, such as ailerons and elevators, can also be in motion during pre-flight checks and ground operations. They may not be immediately visible or could be operated by someone on the flight deck, creating hazards for personnel passing underneath. Maintaining a safe distance from these components is vital to prevent injury, especially since they can move rapidly and without warning. Safety protocols emphasize awareness of aircraft operations and the potential risks associated with large, moving parts during all phases of aircraft handling.

4. What is the purpose of wing walkers during a no-brakes move?

- A. To guide the aircraft position**
- B. To check the fuel levels**
- C. To assist with communications**
- D. To secure the aircraft doors**

The purpose of wing walkers during a no-brakes move is primarily to guide the aircraft's position. When aircraft are moved without using the brakes, it becomes critical to ensure that the movement is controlled and that the aircraft is directed safely, especially in environments where obstacles may be present. Wing walkers, who position themselves near the wings of the aircraft, can effectively monitor and communicate the aircraft's clearance from obstructions, ensuring that the aircraft maneuvers smoothly and safely. Wing walkers help to maintain spatial awareness for both the crew operating the aircraft and those guiding it. Their role is crucial in preventing collisions or mishaps during movement, making it essential to have trained personnel who can accurately relay information about the aircraft's position relative to other objects. This guidance is particularly important in crowded environments such as hangars, tarmacs, or during ground handling. In contrast, checking fuel levels, assisting with communications, and securing aircraft doors are all important tasks but do not pertain specifically to the function of wing walkers during a no-brakes maneuver. These responsibilities are typically managed by other crew members to ensure the overall safety and operational integrity of the aircraft.

5. Which of the following is not an item to check before takeoff?

- A. Flight stability**
- B. Fuel quantity**
- C. Weight and balance**
- D. Cabin temperature**

Before takeoff, it's essential for pilots and plane captains to conduct thorough checks to ensure the aircraft is ready for flight. This includes evaluating flight stability, fuel quantity, and weight and balance, as these factors are critical for safe operations. Flight stability refers to the aircraft's ability to maintain controlled flight, which is crucial for safe takeoff. Fuel quantity is vital to ensure that there is enough fuel for the planned flight as running out of fuel mid-flight could lead to an emergency. Weight and balance checks are necessary to confirm that the aircraft is loaded within safe limits, which affects its handling and performance. Cabin temperature, while important for passenger comfort, does not directly impact the safety and performance of the aircraft during takeoff. Therefore, checking cabin temperature is not as critical in the pre-takeoff assessment compared to the other items listed. This understanding helps prioritize the checks that truly influence the safety and functionality of the aircraft, reinforcing the importance of conducting thorough pre-flight preparations.

6. What is the daytime signal indicating there are no brakes on the aircraft?

- A. Wings down position**
- B. Chocks deployed**
- C. Tailhook down**
- D. Engine warning light on**

The correct answer is that the tailhook down position serves as the daytime signal indicating that there are no brakes on the aircraft. This signal is crucial for ground crews and other personnel who need to be aware of the status of the aircraft during operations. When the tailhook is deployed, it communicates clearly that the aircraft is not brake-secured, which is essential for safety on the flight line and during potential movements. In aviation operations, other signals such as wings positioned down are used for signaling different statuses, like readiness for takeoff or indicating that the aircraft is secure for maintenance. Deployed chocks are utilized as a physical barrier to prevent movement and indicate that the aircraft is secure, but they do not specifically signal the lack of brakes. The engine warning light being on indicates a malfunction related to engine performance and does not inform ground personnel about the braking status of the aircraft. Each of these signals serves a distinct purpose, but only the tailhook down specifically indicates that the aircraft is not equipped with functional brakes.

7. What is a 14-Day inspection primarily focused on?

- A. Engine overhaul
- B. Wash job and special inspection**
- C. Routine maintenance check
- D. Foreign object debris inspection

The 14-Day inspection is primarily focused on performing a wash job and conducting special inspections. This form of maintenance is designed to ensure that the aircraft remains in optimal condition between more extensive maintenance checks. During this inspection, various components undergo thorough cleaning, which helps remove contaminants that can lead to corrosion or deterioration if left unchecked. In addition, the special inspections are tailored to specific areas of the aircraft that may require closer monitoring due to operational usage or other factors observed in previous inspections. By doing so, the 14-Day inspection plays a critical role in ensuring safety, reliability, and performance of the aircraft over time. Other options, while related to aircraft maintenance, do not encompass the primary purpose of the 14-Day inspection. An engine overhaul is a more comprehensive and extensive process not limited to just a 14-day cycle; it occurs at specified intervals and involves significant disassembly, inspection, and replacement of engine components. A routine maintenance check generally refers to basic checks that may occur more frequently and do not involve the specialized focus required in the 14-Day inspection. Lastly, a foreign object debris inspection is also important, but it is typically part of daily pre-flight checks rather than a dedicated focus during a 14-Day inspection.

8. What does the acronym MSDS stand for?

- A. Material Safety Data Sheets**
- B. Manufacturing Safety Data Sheets
- C. Material Safety Development System
- D. Minimized Safety Data Sheets

The acronym MSDS stands for Material Safety Data Sheets. These documents are essential in providing comprehensive information about a particular substance's properties, hazards, safe handling practices, and emergency measures in case of exposure. They are vital for ensuring safety in workplaces where hazardous materials are used or stored, enabling employees to understand how to work with these materials safely and what to do in emergencies. Material Safety Data Sheets serve as a crucial resource in various industries, including healthcare, manufacturing, and transportation, providing guidance on the proper storage, transportation, and disposal of hazardous substances. By being educated about MSDS, workers can significantly reduce the risk of accidents and health issues associated with chemical exposure.

9. What is the first step to take when dealing with an external engine fire?

- A. Open the access panel**
- B. Signal to pilots**
- C. Use halon to extinguish**
- D. Wind down the engine**

When dealing with an external engine fire, signaling to the pilots is a critical first step. This action is essential because the pilots are responsible for the overall control and safety of the aircraft. By alerting the flight crew, you ensure that they can take appropriate action, such as following emergency protocols, shutting down the affected engine, or preparing for an evacuation if necessary. Additionally, communication with the cockpit can help coordinate emergency response efforts and ensure that ground personnel are ready to assist with firefighting measures and other necessary actions. Prioritizing this step can potentially save lives and mitigate further damage. In contrast, opening the access panel, using halon to extinguish the fire, or winding down the engine are actions that might follow after confirming that the pilots are aware of the situation. These steps require additional training and protocol to execute safely and effectively.

10. What does MSP code 984 indicate about the APU?

- A. APU operating normally**
- B. APU requires immediate maintenance**
- C. APU needs servicing**
- D. APU is overdue for inspection**

The MSP code 984 signifies that the Auxiliary Power Unit (APU) needs servicing. This code is used to alert personnel that while the APU may not be malfunctioning, it's essential to perform scheduled maintenance or checkups to ensure optimal performance. Regular servicing typically includes tasks like checking fluid levels, inspecting filters, and verifying the operational condition of various components. By attending to the servicing needs indicated by this code, the reliability and efficiency of the APU can be maintained, thus preventing more significant issues down the line. Recognizing and addressing these maintenance indicators is crucial for the continued operation of the APU and the overall performance of the aircraft.