Plane Captain Practice Exam (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

1. What is the recommended action when you cannot see D-pressure indicators?

A. Perform a visual inspection

B. Refer to maintenance manual

C. Call for help

D. Document in the logbook

2. What does MSP code 985 indicate regarding aircraft systems?

A. Gun systems operational readiness

B. Radar liquid cooling system low

C. Engine performance status

D. Electrical system diagnostics

3. What indicates a properly repaired engine blade?

A. It has a jagged edge

B. It is marked with blue or red metal ink

C. It shows heavy wear and tear

D. It may have visible cracks

4. What is the first step to manually shutdown the engine?

A. Disconnect the battery

B. Enter L/R MLG

C. Open the engine cover

D. Set emergency shut off

5. What is the purpose of the automatic fire extinguisher system in the APU?

A. To enhance performance during flight

B. To prevent the spread of fire

C. To improve engine efficiency

D. To cool down the APU

6. Who is responsible for overseeing a move at all times?

A. Safety officer

B. Ground control supervisor

C. Move director

D. Aircraft maintenance lead

7. What is a critical step after applying brakes when the tow bar separates?

A. Inspect the fuel level

B. Drop tail hook

C. Turn off the engine

D. Change the tow bar

8. What is the purpose of DR 164?

A. To identify maintenance access points

B. To indicate tie-down points

C. To serve as the tailhook fairing door location

D. To represent the control surfaces of the aircraft

9. What does MSP code 815 refer to?

A. Faulty hydraulic system

B. Low oil pressure

C. Inlet ice detector not operating

D. Engine fuel leak

10. How many turnaround cards are kept in the Aircraft Discrepancy book?

A. 5 turnaround cards

B. 10 turnaround cards

C. 15 turnaround cards

D. 20 turnaround cards

Answers

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

Explanations

1. What is the recommended action when you cannot see D-pressure indicators?

A. Perform a visual inspection

B. Refer to maintenance manual

C. Call for help

D. Document in the logbook

When visibility of D-pressure indicators is compromised, referring to the maintenance manual is the recommended action. The maintenance manual contains specific procedures and troubleshooting steps that are designed to address issues related to pressure indicators and instrumentation. By consulting the manual, you can access detailed guidance on how to diagnose the problem, understand potential causes, and apply corrective actions that align with operational safety protocols. This approach ensures that you are working with accurate information and adhering to the prescribed methods for addressing technical issues. The manual often includes diagrams, flowcharts, and notes that help technicians identify the next steps, minimizing the risk of errors during maintenance or operations. Visual inspection could provide some initial insights but might not be sufficient to resolve the underlying issue. Calling for help could lead to unnecessary delays or reliance on personnel who may not be immediately available. Documenting in the logbook is important for record-keeping but does not solve the issue at hand. Thus, consulting the maintenance manual directly addresses the problem effectively and safely.

2. What does MSP code 985 indicate regarding aircraft systems?

A. Gun systems operational readiness

B. Radar liquid cooling system low

C. Engine performance status

D. Electrical system diagnostics

The MSP code 985 specifically indicates a low level condition in the radar liquid cooling system. This alert is crucial because proper cooling is essential for the radar systems to function efficiently and reliably. Insufficient coolant levels can lead to overheating, potentially causing malfunctions or failures in radar performance during operations. Understanding this code ensures that maintenance crews can prioritize addressing cooling issues to maintain the overall readiness and effectiveness of the aircraft's radar capabilities. Each of the other choices pertains to different systems, with their own relevant codes and diagnostics, thereby clarifying why they do not match the specific meaning of code 985. Recognizing the exact meaning of MSP codes plays a vital role in maintaining aircraft operational readiness and safety.

3. What indicates a properly repaired engine blade?

A. It has a jagged edge

B. It is marked with blue or red metal ink

C. It shows heavy wear and tear

D. It may have visible cracks

A properly repaired engine blade is marked with blue or red metal ink to indicate that it has gone through the necessary inspection and meets the required standards for airworthiness after being repaired. This marking serves as an important visual cue that communicates to maintenance personnel that specific repair procedures were followed and that the blade is safe to use. The use of colored ink, such as blue or red, is a standardized practice in aviation maintenance to easily identify which components have been inspected or repaired. This practice helps ensure that only components meeting safety and performance criteria are reinstalled on aircraft, facilitating better tracking and accountability in maintenance practices. In contrast, the other characteristics mentioned, such as having a jagged edge, showing heavy wear and tear, or having visible cracks, would typically indicate damage or inadequate maintenance. These conditions would render an engine blade unfit for use and signify that it requires further inspection or replacement rather than validation as a properly repaired part.

4. What is the first step to manually shutdown the engine?

A. Disconnect the battery

B. Enter L/R MLG

C. Open the engine cover

D. Set emergency shut off

To manually shutdown the engine, the first step involves gaining access to the engine itself, which is why entering the Left or Right Main Landing Gear (MLG) area is essential. This action allows the personnel to be in close proximity to the engine controls and shutdown mechanisms. Once inside this designated area, they can then proceed with the appropriate shutdown procedures, ensuring they are in a safe and regulated environment. The other options focus on steps that might come later in the shutdown process or are part of safety measures rather than the initial action required to start the shutdown sequence. Disconnecting the battery, for example, is a crucial step for safety but is typically done after initial access and after evaluating all necessary procedures. Opening the engine cover is a task involved in preparing for shutdown but must be preceded by confirming access to the engine area. Setting the emergency shut off is certainly a vital step, but it cannot occur until the individual is in the appropriate position to enact it.

5. What is the purpose of the automatic fire extinguisher system in the APU?

A. To enhance performance during flight

B. To prevent the spread of fire

C. To improve engine efficiency

D. To cool down the APU

The purpose of the automatic fire extinguisher system in the Auxiliary Power Unit (APU) is primarily to prevent the spread of fire. This system is crucial in ensuring safety, as the APU is located in areas where it can pose significant risks if a fire occurs. The automatic detection and suppression capability allows for a quick response to any fire that may develop, minimizing potential damage to the APU and surrounding equipment, as well as protecting personnel. This fire suppression system is designed to activate autonomously when it detects an increase in temperature indicative of a fire, deploying extinguishing agents to mitigate the situation before it escalates. In aviation, where safety is of utmost importance, such systems play a vital role in maintaining operational integrity and protecting lives. In this context, enhancing performance during flight, improving engine efficiency, and cooling down the APU, while relevant to the overall functioning of the aircraft and its components, do not specifically address the key function of an automatic fire extinguisher system, which is solely focused on fire prevention and suppression.

6. Who is responsible for overseeing a move at all times?

A. Safety officer

B. Ground control supervisor

C. Move director

D. Aircraft maintenance lead

The move director is the individual responsible for overseeing all movements of aircraft on the ground. This role is critical for ensuring safety and efficiency during aircraft handling, as the move director coordinates the activities involved in moving the aircraft, such as taxiing, parking, and other ground operations. Their responsibilities include giving commands and directions to the ground crew, ensuring that all procedures are followed correctly, and that the area is clear of hazards. This position requires a comprehensive understanding of the aircraft's dimensions and capabilities, as well as an awareness of the surrounding environment. By having a designated move director, the potential for miscommunication or accidents during aircraft movement is significantly reduced, thereby enhancing the overall safety of ground operations. In contrast, other personnel, such as the safety officer, ground control supervisor, and aircraft maintenance lead, have important roles but are not primarily focused on overseeing aircraft movement. The safety officer's primary focus is on enforcing safety practices, while the ground control supervisor manages overall ground operations, and the aircraft maintenance lead oversees maintenance tasks. Their responsibilities complement the move director's role but do not specifically include the direct oversight of aircraft movements.

7. What is a critical step after applying brakes when the tow bar separates?

A. Inspect the fuel level

B. Drop tail hook

C. Turn off the engine

D. Change the tow bar

When a tow bar separates while an aircraft is being towed, one critical step that must be taken is to drop the tail hook. This is vital for safety reasons, as it ensures that the tail of the aircraft is secured and that there is no risk of it inadvertently moving or swinging. Dropping the tail hook serves to stabilize the aircraft and prevent potential damage or accidents that could occur if the aircraft were to roll or shift unexpectedly. In this context, the other options do not adequately address the immediate concerns related to safety and control of the aircraft. While inspecting the fuel level, turning off the engine, or changing the tow bar may be important maintenance and operational tasks, they do not directly mitigate the risks posed by the separation of the tow bar at that critical moment. The priority following such an incident is to stabilize the aircraft effectively, making the action of dropping the tail hook particularly relevant.

8. What is the purpose of DR 164?

A. To identify maintenance access points

B. To indicate tie-down points

C. To serve as the tailhook fairing door location

D. To represent the control surfaces of the aircraft

The correct answer is that DR 164 serves as the tailhook fairing door location. This designation is important because it provides a specific reference point for maintenance personnel and flight crews when they are inspecting, maintaining, or assessing the functional integrity of the tailhook mechanism on an aircraft. The tailhook is a critical component for landing on aircraft carriers, and understanding its location is essential for ensuring proper operation and safety. The designation of access points for maintenance, tie-down points for securing the aircraft, or representations of control surfaces are relevant in the context of overall aircraft operations but do not specifically pertain to the defined function of DR 164. Tailhook systems require precise knowledge of their fairing doors to ensure repeated reliability in operation, especially during landing scenarios, making the understanding of this location vital for aircraft readiness and safety.

9. What does MSP code 815 refer to?

A. Faulty hydraulic system

B. Low oil pressure

C. Inlet ice detector not operating

D. Engine fuel leak

MSP code 815 refers specifically to the inlet ice detector not operating. This code is crucial for aircraft operation, particularly in ensuring safety during flights in conditions where ice formation on the engine inlets could occur. The inlet ice detector serves as an essential component, monitoring for ice accumulation that could impede engine airflow and performance. When this system is functioning correctly, it provides significant insights into potential icing conditions and alerts the crew to take necessary precautions or corrective actions. If the detector is malfunctioning, it may prevent pilots from receiving critical information needed for safe flight operations, thus underscoring the importance of addressing this issue promptly when the code is indicated. Proper awareness of MSP codes like 815 aids in maintaining the integrity and safety of flight operations.

10. How many turnaround cards are kept in the Aircraft Discrepancy book?

A. 5 turnaround cards

B. 10 turnaround cards

C. 15 turnaround cards

D. 20 turnaround cards

The correct answer identifies that 10 turnaround cards are maintained in the Aircraft Discrepancy book. Turnaround cards play a crucial role in tracking discrepancies found during pre-flight inspections and ensuring they are addressed before the aircraft is returned to service. Keeping a consistent, standardized number of turnaround cards, such as 10, helps streamline operations and maintain organization. This number allows for adequate documentation of issues while also ensuring that the aircraft's maintenance history is properly managed without overwhelming the available space in the discrepancy book. The established quantity ensures that all relevant discrepancies can be efficiently tracked and resolved, facilitating smooth maintenance operations and enhancing overall flight safety.

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://planecaptain.examzify.com

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