

# Primary Contact 1 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. The amount of rollout required to lead the desired heading depends on the rate of turn and the rate at which the rollout will be made; however, a good rule of thumb is to start the rollout \_\_\_\_\_ the number of degrees of angle bank in use.**
  - A. One-quarter**
  - B. One-half**
  - C. One-third**
  - D. Ten percent**
  
- 2. Which of the following are basic transitions to initiate or level off from a climb or descent?**
  - A. Climb-to-cruise, descent-to-cruise**
  - B. Climb-to-descent, descent-to-cruise**
  - C. Cruise-to-descent, descent-to-cruise**
  - D. A and C are correct**
  
- 3. During takeoff, what is the effect of an abrupt power application on aircraft yaw?**
  - A. Yaw sharply left**
  - B. Yaw sharply right**
  - C. Remain neutral**
  - D. Yaw slightly upwards**
  
- 4. Which of the following does NOT contribute to the aircraft's yawing tendency?**
  - A. The asymmetrical landing of the propeller (P factor)**
  - B. Torque reaction to the engine and propeller**
  - C. The propeller's gyroscopic effect**
  - D. The vertical drag effect of the propeller slipstream**
  
- 5. What is the correct position of the nose at 60 KIAS during takeoff?**
  - A. Spinner on the horizon**
  - B. Spinner on or slightly below the horizon**
  - C. Above the horizon**
  - D. Slightly above the runway**

- 6. How can you optimize energy management during a Contact sortie?**
- A. Maximize deliberate energy changes**
  - B. Minimize deliberate energy changes using inherent properties**
  - C. Minimize inherent energy changes and maximize deliberate ones**
  - D. Maximize both deliberate energy changes and inherent properties**
- 7. True or False: Bingo fuel is discussed in briefings for every mission?**
- A. True**
  - B. False**
  - C. Only if it's a long sortie**
  - D. Depends on the aircraft used**
- 8. What is the definition of joker fuel in terms of its planning?**
- A. Set at critical emergency checkpoints**
  - B. Used for extended flight scenarios**
  - C. Set at pre-planned points during the sortie**
  - D. Only applicable to certain aircraft**
- 9. Which of the following is the correct procedure for an intentional spin entry?**
- A. Check wings level and smoothly raise the nose 60° above the horizon and apply full rudder in the direction of the spin when gear horn sounds**
  - B. When aircraft stalls, smoothly apply full rudder in the direction of spin and full back-stick. Call out altitude, AOA, airspeed, and turn needle deflection/direction**
  - C. Check wings level and smoothly raise the nose 60° above the horizon and apply full rudder in the direction of the spin when stick shaker activates**
  - D. When aircraft stalls, apply full rudder in the direction of spin and full back-stick. Do not use aileron during the spin**

**10. What is the angle of attack during post-stall gyrations phase?**

- A. Below 10 degrees**
- B. Around 15 degrees**
- C. Above 18 degrees**
- D. Consistently fluctuating**

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## Answers

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

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## **Explanations**

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1. The amount of rollout required to lead the desired heading depends on the rate of turn and the rate at which the rollout will be made; however, a good rule of thumb is to start the rollout \_\_\_\_\_ the number of degrees of angle bank in use.
- A. One-quarter
  - B. One-half
  - C. One-third**
  - D. Ten percent

The correct answer is that a good rule of thumb is to start the rollout one-third the number of degrees of angle bank in use. This principle is rooted in the relationship between the rate of turn and the bank angle during flight maneuvers. When an aircraft is banked to change its heading, the amount of rollout needed to level the wings should be proportional to the angle of bank. Starting the rollout at one-third of the bank angle allows for a smoother transition back to straight and level flight, helping to avoid excessive altitude loss or gain as the aircraft reorients. This approach allows pilots to effectively manage the aircraft's energy and maintain control during the maneuver, facilitating a gradual return to level flight. The guideline ensures that the aircraft does not overbank or undertilt, which can happen if the rollout is initiated too late or too abruptly. The other options suggest different fractions, which would not align as effectively with the dynamics of aircraft turning and leveling off.

2. Which of the following are basic transitions to initiate or level off from a climb or descent?
- A. Climb-to-cruise, descent-to-cruise
  - B. Climb-to-descent, descent-to-cruise
  - C. Cruise-to-descent, descent-to-cruise
  - D. A and C are correct**

The correct answer encompasses the basic transitions that are essential during flight operations, specifically when moving between different phases of altitude. When an aircraft ascends to a cruising altitude, the transition from climb to cruise is vital because it establishes a stable flight level, allowing for efficient fuel use and comfort. Similarly, transitioning from a descent to a cruise provides a smooth integration into cruising patterns after reducing altitude. Each of these transitions is necessary for efficient flight management and maintaining proper operational protocols. The transition options presented reflect standard operational practices in aviation, emphasizing the need for clear flight phase changes. Including both the climb-to-cruise and descent-to-cruise transitions, as well as the cruise-to-descent and descent-to-cruise, aligns well with the operational framework pilots must be familiar with. Thus, multiple correct transitions affirm the understanding of flight phase management, signifying why the combination of answers appears as valid.

**3. During takeoff, what is the effect of an abrupt power application on aircraft yaw?**

- A. Yaw sharply left**
- B. Yaw sharply right**
- C. Remain neutral**
- D. Yaw slightly upwards**

During takeoff, applying power abruptly to the aircraft can lead to a yawing motion due to the principles of torque and p-factor. When throttle is applied suddenly, the engines generate a significant amount of thrust, and in many conventional aircraft, especially those with propellers, this increased thrust can cause the aircraft to yaw sharply to the left. This yaw to the left occurs because of the torque effect generated by the engine. As the propeller spins in a counterclockwise direction (when viewed from the cockpit), the airframe experiences a reactionary force that tends to roll the aircraft to the right. This rolling effect can cause an increase in yaw to the left, especially when power is applied quickly. Understanding this behavior is critical for pilot training and safe aircraft operation, particularly during the initial phase of takeoff when the aircraft is most susceptible to changes in power application and balance. Maintaining directional control while managing throttle application is essential to ensure that the aircraft remains stable during this critical phase of flight.

**4. Which of the following does NOT contribute to the aircraft's yawing tendency?**

- A. The asymmetrical landing of the propeller (P factor)**
- B. Torque reaction to the engine and propeller**
- C. The propeller's gyroscopic effect**
- D. The vertical drag effect of the propeller slipstream**

The yawing tendency of an aircraft is influenced by several aerodynamic and mechanical factors related to the propulsion system, particularly with propeller-driven aircraft. Among the given options, the vertical drag effect of the propeller slipstream does not contribute to yawing. P factor, which arises during asymmetric thrust conditions (such as when an aircraft is climbing at an angle), does create a yawing tendency because the descending blade of the propeller produces more thrust than the ascending blade. Similarly, the torque reaction to the engine and propeller results in a tendency for the aircraft to yaw in the opposite direction of the propeller's rotation due to Newton's third law. The gyroscopic effect of the propeller is also a contributing factor to yawing, as it causes forces that affect the aircraft's orientation when the plane changes pitch or bank. In contrast, the vertical drag effect of the propeller slipstream primarily contributes to changes in lift and drag on the vertical stabilizer and fuselage but does not directly cause the aircraft to yaw. The vertical drag effect is more concerned with how the airflow interacts with the control surfaces and the overall aerodynamic efficiency rather than a direct yawing motion itself. Thus, while it may influence stability and control, it does not inherently create a

5. What is the correct position of the nose at 60 KIAS during takeoff?

- A. Spinner on the horizon
- B. Spinner on or slightly below the horizon**
- C. Above the horizon
- D. Slightly above the runway

At 60 KIAS during takeoff, the correct position of the nose should be with the spinner on or slightly below the horizon. This nose attitude is crucial for achieving the optimal angle of attack required to maintain lift while ensuring that the aircraft remains in a safe climb path. Positioning the nose in this way helps to avoid a situation where the aircraft might stall, which can occur if the nose is lifted too high above the horizon, leading to a decrease in airspeed and lift. Moreover, maintaining the spinner at or just below the horizon fosters a more balanced flight profile for the takeoff phase, allowing for adequate airflow over the wings and contributing to a successful climb-out.

6. How can you optimize energy management during a Contact sortie?

- A. Maximize deliberate energy changes
- B. Minimize deliberate energy changes using inherent properties**
- C. Minimize inherent energy changes and maximize deliberate ones
- D. Maximize both deliberate energy changes and inherent properties

Optimizing energy management during a Contact sortie involves utilizing the inherent properties of the system effectively. By focusing on minimizing deliberate energy changes, you allow the inherent properties of the system—such as natural energy conservation and efficiency—to play a larger role in the overall energy management strategy. This approach helps maintain stability and reduces unnecessary energy expenditure. In practical terms, relying on the system's inherent properties can lead to smoother operations, better fuel efficiency, and longer endurance during the sortie. It allows the operator to capitalize on the natural dynamics of the environment rather than forcing deliberate adjustments that could lead to more energy consumption and potential inefficiencies. Balancing the natural energy changes with deliberate management techniques is essential, but during a Contact sortie, the priority should be on leveraging what the system can do automatically rather than overriding it with numerous deliberate changes, which could lead to complications and inefficient energy use.

**7. True or False: Bingo fuel is discussed in briefings for every mission?**

**A. True**

**B. False**

**C. Only if it's a long sortie**

**D. Depends on the aircraft used**

In the context of mission briefings, "bingo fuel" refers to the minimum fuel level that a pilot must maintain to safely return to base or an alternate landing site. The concept of bingo fuel is crucial for flight safety and mission planning. However, discussing bingo fuel in every mission briefing may not be necessary, especially for shorter missions or those where fuel status is not a critical concern. It's important for pilots and mission planners to focus on relevant details based on the specifics of each mission. For shorter sorties, the fuel calculations may be more straightforward, and conditions may not warrant a detailed discussion of bingo fuel. Therefore, it is not a standard requirement to cover bingo fuel in every mission briefing. This situational approach allows for more efficient use of briefing time and ensures that pilots receive the most pertinent information needed for successful operations.

**8. What is the definition of joker fuel in terms of its planning?**

**A. Set at critical emergency checkpoints**

**B. Used for extended flight scenarios**

**C. Set at pre-planned points during the sortie**

**D. Only applicable to certain aircraft**

Joker fuel refers to a predetermined amount of fuel that pilots aim to have remaining at certain points in their flight, specifically set at pre-planned points during a sortie. This strategic measure ensures that the aircraft has enough fuel to complete its mission while also allowing for efficient planning of fuel consumption during the flight. By establishing these checkpoints, pilots can make informed decisions on their routes, time management, and potential divert options, contributing to a safer and more effective mission execution. This concept is crucial for maintaining operational readiness and safety in flight operations.

9. Which of the following is the correct procedure for an intentional spin entry?
- A. Check wings level and smoothly raise the nose 60° above the horizon and apply full rudder in the direction of the spin when gear horn sounds
  - B. When aircraft stalls, smoothly apply full rudder in the direction of spin and full back-stick. Call out altitude, AOA, airspeed, and turn needle deflection/direction
  - C. Check wings level and smoothly raise the nose 60° above the horizon and apply full rudder in the direction of the spin when stick shaker activates
  - D. When aircraft stalls, apply full rudder in the direction of spin and full back-stick. Do not use aileron during the spin**

The correct procedure for an intentional spin entry involves handling the aircraft in a very specific manner to ensure safety and control. The chosen answer outlines that once the aircraft stalls, the pilot should apply full rudder in the direction of the spin and maintain full back-stick. This is crucial because applying full rudder helps to induce the spin by creating a yaw motion in the desired direction, while keeping the stick pulled back (back pressure) helps to maintain the stall condition necessary for the spin to develop. Additionally, it is important to avoid using ailerons during the spin entry because aileron inputs can create adverse effects such as rolling in the opposite direction and complicating the spin entry process. Using ailerons can also lead to auguring the aircraft into the ground more steeply, potentially resulting in a dangerous situation. In this context, this procedural understanding is fundamental for pilots who are learning to execute intentional spins safely and effectively. It emphasizes the significance of rudder control and the importance of maintaining the correct flight attitude throughout the maneuver.

10. What is the angle of attack during post-stall gyrations phase?
- A. Below 10 degrees
  - B. Around 15 degrees
  - C. Above 18 degrees**
  - D. Consistently fluctuating

During the post-stall gyrations phase, the angle of attack typically exceeds 18 degrees. This phase occurs after a stall, where the aircraft is unable to maintain controlled flight due to excessive angle of attack. In this condition, the airflow over the wings is disrupted, leading to multiple uncontrolled rotational movements of the aircraft. As a result, the angle of attack during this phase significantly exceeds the critical angle of attack—the point at which stalls occur. When an aircraft experiences post-stall gyrations, pilots face a series of rapid changes in aerodynamic forces, and thus the angle of attack remains well above 18 degrees, contributing to the destabilized and uncontrolled flight characteristics. Understanding this phase and the corresponding angle of attack is crucial for pilots and aviation professionals in recognizing stall recovery techniques and managing aircraft performance in compromised flight conditions.

## 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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://primarycontact1.examzify.com>**

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

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