

PRIMARY CONTACT 1 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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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. What is the meaning of the "E" in the IMSAFE checklist?**
 - A. Eating
 - B. Excited
 - C. Exercise
 - D. Ear Condition

- 2. What is the correct sequence for the mechanics of basic transitions?**
 - A. 1, 2, 3
 - B. 1, 3, 2
 - C. 3, 1, 2
 - D. 3, 2, 1

- 3. 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

- 4. What is the nose attitude for a normal climb greater than 1000 feet using a cruise-to-climb transition?**
 - A. 8 degrees nose high resulting in a climb speed of 140 KIAS
 - B. 15 degrees nose high resulting in a climb speed of 180 KIAS
 - C. 12-15 degrees nose high initially, then 8 degrees nose high when speed decreases to 180 KIAS
 - D. 12-15 degrees nose high initially, then 15 degrees nose high when speed decreases to 140 KIAS

- 5. A skid will result under which of the following conditions?**
 - A. The aircraft slides sideways away from the center of turn
 - B. The aircraft slides sideways towards the center of turn
 - C. The nose of the aircraft moves sideways along the horizon when the wings are level
 - D. Both A and C

6. True or False: Two primary factors must be present for an aircraft to spin; Stalled AOA and roll.
- A. True
 - B. False
 - C. Always true
 - D. None of the above
7. 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
8. True or False: Initiate the after landing checklist during the landing rollout once the aircraft has reached a safe taxiing speed.
- A. True
 - B. False
 - C. Only if given clearance
 - D. It is optional
9. When correcting a heading error during straight flight, you should first stop the error and stabilize, then correct back to proper heading using what?
- A. Half-standard rate turn
 - B. Standard rate turn
 - C. An angle of bank equivalent to one-third of the number of degrees you want to turn
 - D. An angle of bank not to exceed the number of degrees you want to turn
10. An acceleration will require which combination of rudder trim and elevator trim?
- A. Left; down
 - B. Right; up
 - C. Right; down
 - D. Left; up

Answers

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

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Explanations

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1. What is the meaning of the "E" in the IMSAFE checklist?

- A. Eating
- B. Excited
- C. Exercise
- D. Ear Condition

The "E" in the IMSAFE checklist stands for "Eating." The IMSAFE checklist is a tool used in aviation to help pilots assess their own fitness to fly. Each letter in the acronym represents a specific area to evaluate before getting behind the controls of an aircraft. In the case of "Eating," it is important for pilots to ensure they are maintaining an adequate and proper diet. Good nutrition can significantly impact a pilot's mental and physical performance. If a pilot is hungry or has not eaten properly, it may lead to decreased focus, fatigue, or poor decision-making abilities during flight operations. Thus, the element of "Eating" emphasizes the importance of being well-nourished and hydrated, contributing to overall flying safety and efficiency.

2. What is the correct sequence for the mechanics of basic transitions?

- A. 1, 2, 3
- B. 1, 3, 2
- C. 3, 1, 2
- D. 3, 2, 1

The correct sequence for the mechanics of basic transitions is 3, 1, 2. In this context, the sequence likely refers to the steps involved in effectively altering one state to another within a given system or practice. Step 3 likely involves assessing the environment or context which is critical for understanding the elements at play before implementing changes. This ensures that the transition is well-informed and grounded in the current dynamics. Step 1 typically pertains to initiating the actual transition. This is the phase where strategies are deployed and actions are taken based on the assessments made. This step connects the understanding of the situation with practical application. Step 2 usually focuses on evaluating the outcomes of the transition. Understanding the results of the actions taken is essential for refining future transitions and ensuring that the changes made are beneficial. By following this sequence, practitioners can ensure a comprehensive approach to transitions, weighing the importance of assessment, action, and evaluation.

3. 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.

4. What is the nose attitude for a normal climb greater than 1000 feet using a cruise-to-climb transition?

- A. 8 degrees nose high resulting in a climb speed of 140 KIAS
- B. 15 degrees nose high resulting in a climb speed of 180 KIAS
- C. 12-15 degrees nose high initially, then 8 degrees nose high when speed decreases to 180 KIAS**
- D. 12-15 degrees nose high initially, then 15 degrees nose high when speed decreases to 140 KIAS

The chosen answer describes the proper technique for managing nose attitude during a normal climb that exceeds 1,000 feet, particularly when transitioning from cruise to climb. In the initial phase of the climb, setting the nose attitude at 12 to 15 degrees high is standard for generating sufficient lift and thrust to achieve the desired climb rate. This initial nose-up attitude helps the aircraft gain altitude efficiently and manage the airspeed needed for climb. Once the aircraft's speed decreases to 180 KIAS, adjusting the nose attitude to around 8 degrees high is a practical step. This adjustment is necessary to maintain an optimal balance between maintaining a safe speed and achieving the required rate of climb without stalling. Properly managing elevator trim and power settings during this transition is crucial in keeping the aircraft in a stable climb. This approach highlights the importance of adapting the nose attitude based on current airspeed to optimize climb performance while ensuring the aircraft remains within its operational limits. This method promotes safety and efficiency during normal climb operations.

5. A skid will result under which of the following conditions?

- A. The aircraft slides sideways away from the center of turn
- B. The aircraft slides sideways towards the center of turn
- C. The nose of the aircraft moves sideways along the horizon when the wings are level
- D. Both A and C**

A skid occurs when the aircraft's motion deviates from the intended flight path due to excessive yaw, which typically results from insufficient bank during a turn. When the aircraft slides sideways, it indicates that the forces acting on it, primarily the centrifugal force and the gravitational force, are out of balance. In the first scenario where the aircraft slides sideways away from the center of the turn, this is a direct consequence of having too much banking without sufficient coordination. It causes the aircraft to lose altitude while still trying to maintain a turn. This outward slide is a clear indicator that the aircraft is skidding. In the second scenario, when the nose of the aircraft moves sideways along the horizon while the wings remain level, it exhibits a loss of directional control. This can occur during maneuvers where the pilot is applying excessive rudder or experiencing environmental factors, leading to a sideways movement that is not aligned with the aircraft's nose. Both conditions—sliding away from the center of the turn and having the nose move sideways while the wings are level—indicate a skid situation. Therefore, to recognize skidding accurately, both scenarios contribute to understanding how and why a skid happens, making it necessary to consider all aspects, which leads to the selection of both conditions

6. True or False: Two primary factors must be present for an aircraft to spin; Stalled AOA and roll.

- A. True
- B. False**
- C. Always true
- D. None of the above

The correct statement is that the assertion about two primary factors — stalled angle of attack (AOA) and roll — being necessary for an aircraft to spin is indeed false. For an aircraft to enter a spin, it primarily needs to be in a stalled condition, which is when the wings are unable to generate enough lift due to an excessively high angle of attack. This stall condition is a key factor, but the presence of roll is not a mandatory requirement. Spins can occur during various scenarios where the aircraft is stalled, and while roll can contribute to the nature or characteristics of the spin (for example, a spin might occur in a specific orientation or direction based on how the aircraft is rolling), it is not an essential component for a spin to occur. Thus, stating that both a stalled AOA and roll must be present is incorrect, leading to the conclusion that the answer is false.

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

- A. The asymmetrical loading 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

8. True or False: Initiate the after landing checklist during the landing rollout once the aircraft has reached a safe taxiing speed.

- A. True
- B. False**
- C. Only if given clearance
- D. It is optional

The statement is false because the after landing checklist should not be initiated during the landing rollout; rather, it should be started once the aircraft has safely exited the runway and is taxiing. The safe taxi speed is significant because it ensures that the aircraft is in a stable and controlled state on the ground before conducting a task that can divert attention from the critical task of taxiing. Initiating the after landing checklist while still on the runway could lead to distractions or confusion, particularly if there are any decisions that need to be made based on the operational circumstances immediately following landing. The checklist is designed to ensure that all necessary actions are taken after the aircraft has come to a complete stop, and this usually occurs once the aircraft has exited the runway and is on a taxiway, ready for the next phase of operation.

9. When correcting a heading error during straight flight, you should first stop the error and stabilize, then correct back to proper heading using what?

- A. Half-standard rate turn
- B. Standard rate turn
- C. An angle of bank equivalent to one-third of the number of degrees you want to turn
- D. An angle of bank not to exceed the number of degrees you want to turn**

To correct a heading error during straight flight, stabilizing the aircraft comes first, and then the proper method to return to the desired heading is crucial for maintaining safe flight. The recommended approach is to use an angle of bank that does not exceed the number of degrees you want to turn. This method is effective because it allows the pilot to maintain control without overbanking or losing altitude unnecessarily. By limiting the angle of bank to not exceed the degrees of the turn, you ensure a more manageable and precise correction, promoting a steady and controlled return to the desired heading. It also reduces the risk of over-correcting, which could lead to oscillation or instability in the aircraft's flight path. Other options may involve different rates of turns or larger angles that could compromise the aircraft's stability during the correction. Therefore, focusing on an angle of bank that matches the required turn degrees helps maintain a safer and more predictable flight behavior when correcting a heading error.

10. An acceleration will require which combination of rudder trim and elevator trim?

- A. Left; down**
- B. Right; up
- C. Right; down
- D. Left; up

In the context of flight and aircraft control, achieving a desired acceleration requires balancing forces to ensure the aircraft maintains its intended flight path and attitude. The correct combination of rudder trim and elevator trim is crucial for managing these forces effectively. When the aircraft is accelerating, changes in thrust can lead to a nose-up attitude due to increased lift. To counteract this tendency and maintain level flight, the elevator trim often needs to be adjusted downward to push the nose down. This adjustment allows the pilot to maintain a stable attitude without the continuous need to hold pressure on the control yoke or stick. At the same time, the rudder trim must be adjusted to counteract any yawing motion that might occur due to asymmetric thrust or other aerodynamics. Depending on the specifics of the aircraft and the direction of the thrust vector, this may require left rudder trim to maintain straight flight. Therefore, the correct answer of left rudder trim and down elevator trim reflects the need to balance the aircraft's attitude and direction during acceleration. This combination helps in effectively maintaining control and achieving a stable flight configuration as the aircraft speeds up.

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:

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

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