PRIMARY CONTACT 2 PRACTICE TEST (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 maximum glide distance to high key position from 8,000 feet MSL at a sea level airfield?**

   A. 8 nautical miles

   B. 10 nautical miles

   C. 13 nautical miles

   D. 16 nautical miles

2. **What is the downwind speed and power setting for a no flap (NF) configuration?**

   A. 120 KIAS, ~14%

   B. 120 KIAS, ~31%

   C. 120 KIAS, ~42%

   D. 120 KIAS, ~52%

3. **Which procedure should NOT be followed during touch and go landings?**

   A. Reduce power to 60% as airspeed approaches 120 KIAS

   B. Move PCL full forward without delay

   C. Raise flaps from LDG to take off once positive rate of climb is confirmed

   D. Immediate turn to crosswind before reaching indicated airspeed

4. **What must be applied to keep the upwind wing from rising during landing roll?**

   A. Less and less aileron

   B. More and more aileron

   C. Aileron neutralization

   D. Rudder adjustment

5. **What effect does a firm or hard touchdown have on an aircraft?**

   A. It may increase fuel efficiency

   B. It can cause the aircraft to bounce

   C. It ensures a smooth landing

   D. It guarantees proper nose alignment

6. What is your final approach speed with a wind speed reported at 10 knots gusting to 16 knots?

A. 103 KIAS

B. 105 KIAS

C. 108 KIAS

D. 111 KIAS

7. How should the aircraft be positioned at the initial point after determining the duty runway?

A. On extended runway centerline, on runway heading, wings level, at break altitude in accordance with local SOP.

B. Offset to the right of the centerline, on altered heading.

C. On runway centerline, at 1500' AGL and 240 KIAS.

D. Adjusted for wind direction and speed.

8. Crosswinds over 10 knots require the use of which type of flaps during landing?

A. Takeoff (T/O)

B. Landing (LDG)

C. No Flaps (NF)

D. Full Flaps

9. During undershooting crosswinds, the aircraft typically flies a track where?

A. Outside the normal final ground track

B. Inside the normal final ground track

C. Alongside the normal final ground track

D. Directly above the normal final ground track

10. Which statement is incorrect regarding the wing-low method after rolling out on final during crosswind landings?

A. Rudder alignment with the runway

B. Aileron to prevent drifting

C. Additional power to counteract drag

D. Neutralize wing-low inputs at the threshold

Answers

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

Explanations

1. What is the maximum glide distance to high key position from 8,000 feet MSL at a sea level airfield?

A. 8 nautical miles

B. 10 nautical miles

C. 13 nautical miles

D. 16 nautical miles

The maximum glide distance to the high key position is determined by factors such as the altitude of the aircraft, the specific glide ratio of the aircraft, and the general rule used in aviation to calculate glide distances. At 8,000 feet MSL, gliders or aircraft typically achieve a glide ratio that allows them to glide a distance that is a multiple of their altitude — often around 10:1 for performance aircraft. This means that for every 1,000 feet of altitude, an aircraft can glide approximately 10 nautical miles horizontally under optimal conditions, which in this case would translate to around 8 nautical miles at 8,000 feet. However, the higher elevations in the engine-out scenario could allow for extended glide distances depending on specific aerodynamic designs and wind conditions. In this scenario, other options present distances that exceed what would be realistically achievable based on the typical glide ratio from that altitude to the high key position at a sea level airfield. Therefore, the choice of 10 nautical miles as the maximum glide distance reflects a practical and sensible estimation of the aerodynamic capabilities while aligning with standard floating estimates for the situation presented.

2. What is the downwind speed and power setting for a no flap (NF) configuration?

A. 120 KIAS, ~14%

B. 120 KIAS, ~31%

C. 120 KIAS, ~42%

D. 120 KIAS, ~52%

In a no flap (NF) configuration, the aircraft requires specific speed and power settings to ensure optimal performance during the downwind leg of an approach. The correct answer indicates a downwind speed of 120 knots indicated airspeed (KIAS) and a power setting of approximately 31%. When flying in the NF configuration, a higher power setting is usually necessary to maintain altitude due to the reduced lift generated without flaps, which are typically used to enhance lift at lower speeds. The power setting of around 31% allows for adequate thrust to keep the aircraft stable and in a properly controlled descent while adhering to safe airspeed requirements. The other power settings associated with different choices either exceed what is typically required for efficient handling or do not provide enough thrust to maintain the required control and performance characteristics of the aircraft in the NF configuration at the identified airspeed. Thus, the choice with a 31% power setting aligns correctly within the operational parameters established for flying without flaps.

3. Which procedure should NOT be followed during touch and go landings?

A. Reduce power to 60% as airspeed approaches 120 KIAS

B. Move PCL full forward without delay

C. Raise flaps from LDG to take off once positive rate of climb is confirmed

D. Immediate turn to crosswind before reaching indicated airspeed

During touch and go landings, the procedures are designed to ensure safety and smooth execution of the maneuver. The correct answer highlights a practice that should not be followed: reducing power to 60% as airspeed approaches 120 KIAS. In touch and go operations, maintaining optimal power settings is crucial for achieving the necessary ascent performance immediately after landing. Reducing power prematurely could result in an insufficient climb rate or even lead to a stall if the aircraft is not adequately configured for takeoff. Therefore, it is essential to keep the power settings at the appropriate level until the aircraft is established in a climb and has reached the necessary airspeed. This ensures that the aircraft can safely lift off and continue the maneuver as intended. The other procedures mentioned in the options, such as moving the power control lever (PCL) full forward without delay or raising the flaps once a positive rate of climb is confirmed, are part of a standard approach designed to optimize aircraft performance during the critical phase of transitioning from landing to takeoff. Immediate turns to crosswind before reaching indicated airspeed should also be avoided due to the increased risk of stalling or losing control, highlighting the importance of following established protocols for flight safety.

4. What must be applied to keep the upwind wing from rising during landing roll?

A. Less and less aileron

B. More and more aileron

C. Aileron neutralization

D. Rudder adjustment

During the landing roll, maintaining control of the aircraft is crucial, especially when dealing with the effects of crosswinds. When an aircraft lands in a crosswind, the upwind wing tends to rise due to the asymmetrical lift created by the wind. To counter this tendency, it is necessary to apply more aileron to the downwind wing. Adding more aileron helps to increase lift on the wing that is further away from the wind, which in turn balances the airplane and keeps it level during the landing roll. This aileron input should be continuous as the aircraft transitions from flight to a stationary position on the ground, ensuring that the wings remain properly aligned and that the aircraft stays on its intended path. Therefore, applying more aileron is essential to maintain control and stability in these conditions, making it the correct response to the situation described.

5. What effect does a firm or hard touchdown have on an aircraft?

A. It may increase fuel efficiency

B. It can cause the aircraft to bounce

C. It ensures a smooth landing

D. It guarantees proper nose alignment

A firm or hard touchdown can indeed cause the aircraft to bounce upon landing. This phenomenon occurs because the upward force generated during a hard landing can exceed the downward force of gravity momentarily, causing the aircraft's wheels to lose contact with the runway. As the aircraft rebounds from the runway, pilots may experience difficulty in maintaining control, and additional corrective actions may be needed to achieve a safe landing. In contrast, the other options do not accurately reflect the effects of a firm or hard touchdown. For instance, while fuel efficiency is influenced by various factors, harder landings do not contribute positively to it. Similarly, a firm touchdown typically results in a less smooth landing experience rather than ensuring a smooth one. Proper nose alignment is related to the approach and landing technique, not guaranteed by the manner of touchdown itself. Therefore, the correct understanding lies in recognizing that a hard landing can lead to bouncing, a situation that pilots strive to minimize for safety and control.

6. What is your final approach speed with a wind speed reported at 10 knots gusting to 16 knots?

A. 103 KIAS

B. 105 KIAS

C. 108 KIAS

D. 111 KIAS

To determine the final approach speed in the context of wind conditions, understanding the impact of wind on groundspeed and airspeed is crucial. When a headwind is present, it can decrease the necessary approach speed because the aircraft will be moving faster relative to the ground, while the speed through the air remains at the designated approach speed. In this scenario, with a wind reported at 10 knots gusting to 16 knots, it suggests that the wind is likely primarily a headwind. The procedure generally involves taking the calibrated approach speed and adjusting based on the wind. An increase in wind strength, particularly from gusts, can affect the final approach speed, usually leading to a need for some increase in airspeed to maintain control and stability during the approach. When calculating airspeed with gusting winds, the approach might typically include compensating for the changes in wind. The chosen answer, 108 KIAS, reflects an appropriate airspeed that accounts for both the steady headwind component as well as the increased wind from gusts, providing a buffer to ensure safety and maintain control during the landing phase. This speed allows for effective management of the aircraft's performance under the prevailing wind conditions encountered during the approach, ensuring that pilots are prepared for any changes that

7. How should the aircraft be positioned at the initial point after determining the duty runway?

A. On extended runway centerline, on runway heading, wings level, at break altitude in accordance with local SOP.

B. Offset to the right of the centerline, on altered heading.

C. On runway centerline, at 1500' AGL and 240 KIAS.

D. Adjusted for wind direction and speed.

Positioning the aircraft at the initial point after determining the duty runway requires specific alignments to ensure safety and proper operations during takeoff and landing sequences. The correct approach is to have the aircraft on the extended runway centerline, aligned with the runway heading, wings level, and at break altitude in accordance with local Standard Operating Procedures (SOP). This positioning is critical for several reasons. Firstly, being on the extended centerline ensures that the aircraft is oriented correctly with respect to the runway, which aids in maintaining a safe and predictable flight path. Secondly, being on runway heading and wings level contributes to better aerodynamic stability, reducing the risk of unexpected maneuvers or handling issues. Finally, adhering to the break altitude as specified in local procedures ensures that the aircraft remains at an appropriate altitude before initiating any maneuvers, providing a safety buffer above the ground and obstacles. The other options do not align with the recommended procedures for initial positioning. For example, offsetting to the right of the centerline and on an altered heading could create complications regarding spacing and safety, particularly in conjunction with other aircraft. A specific altitude and speed, like being at 1500' AGL and 240 KIAS, does not necessarily relate to the needed configuration for

8. Crosswinds over 10 knots require the use of which type of flaps during landing?

A. Takeoff (T/O)

B. Landing (LDG)

C. No Flaps (NF)

D. Full Flaps

Using landing flaps during landing in crosswinds over 10 knots is important for several reasons. Landing flaps are designed to provide a higher lift-to-drag ratio, which enhances the aircraft's stability and control during slower airspeeds typically encountered during landing. This increased lift helps counteract the effects of crosswinds by enabling the aircraft to maintain a more stable approach path. When landing in crosswinds, the aircraft is subjected to increased lateral forces that can affect directional control. By using landing flaps, the pilot can achieve a lower stall speed, allowing the aircraft to maintain better control and a more favorable approach angle despite the crosswind. This configuration is particularly useful for enhancing the aircraft's responsiveness and stability during the critical phase of landing. In contrast, using takeoff flaps or no flaps may not provide the same level of control or performance needed in challenging crosswind conditions. Takeoff flaps are optimized for performance during takeoff rolls and initial climb, while no flaps configuration may lead to higher landing speeds and reduced maneuverability. Full flaps could also lead to excessive lift and potential stall risks if not managed properly in gusty winds. Thus, the use of landing flaps strikes a balance between maintaining enough lift for control and preventing

9. During undershooting crosswinds, the aircraft typically flies a track where?

A. Outside the normal final ground track

B. Inside the normal final ground track

C. Alongside the normal final ground track

D. Directly above the normal final ground track

When an aircraft experiences undershooting crosswinds during an approach, it tends to fly a track that is inside the normal final ground track. This situation occurs because the wind pushes the aircraft laterally away from its intended path toward the landing runway. In response, the pilots must compensate by adjusting their controls, which results in a flight path that dives in closer to the centerline of the runway than usual. As the aircraft approaches the runway while dealing with crosswinds, the tendency is for the force of the wind to create a scenario where the aircraft does not maintain its original intended flight path. Instead, it is compelled to adjust its approach angle, resulting in an inward track compared to the normal final ground track. This understanding of the relationship between wind conditions and aircraft flight paths is crucial for pilots to effectively manage and ensure safe landings in variable weather conditions.

10. Which statement is incorrect regarding the wing-low method after rolling out on final during crosswind landings?

A. Rudder alignment with the runway

B. Aileron to prevent drifting

C. Additional power to counteract drag

D. Neutralize wing-low inputs at the threshold

The statement about neutralizing wing-low inputs at the threshold is incorrect because maintaining some level of wing-low input is necessary until touchdown in crosswind landings. The wing-low technique involves using aileron to hold the upwind wing higher and rudder to align the aircraft with the runway centerline. If the wing-low inputs are neutralized too early, it can result in the aircraft drifting off its intended path due to the crosswind, making it more challenging to make a safe landing. Instead, pilots should aim to maintain the proper amount of aileron and rudder to manage the effects of crosswinds right up to the moment of touchdown. The other statements regarding rudder alignment, aileron use to prevent drifting, and additional power to counteract drag are all valid practices that contribute to a successful crosswind landing.

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!