

RJET CADET INTERVIEW PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://rjetcadetinterview.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

1. What is the purpose of maneuvering speed V_a ?

- A. V_a (maneuver speed) is used during maneuvering so the plane will not be overstressed.
- B. It is a fixed speed that does not change with weight.
- C. It guarantees stall never occurs.
- D. It is the best climb speed.

2. What does 'at pilot's discretion' mean?

- A. The pilot may start the climb or descent whenever the pilot wishes and at any rate
- B. ATC controls all climb and descent decisions
- C. The crew can decide the climb only with permission
- D. The aircraft follows a fixed profile

3. How should you handle a drunk crew member who has not yet boarded?

- A. Do nothing until boarding is complete
- B. Detain the individual until after flight
- C. Inform a supervisor only after flight
- D. Do everything to keep them away from the aircraft before boarding, alert nearby crew, speak with them about impairment, remind them of safety and legality, and involve HR if escalated

4. Where was Garrett Watkins born and raised?

- A. Sacramento, CA
- B. Portland, OR
- C. El Dorado Hills, CA
- D. San Jose, CA

5. What defines a stabilized approach?

- A. A stabilized approach is a constant angle glidepath towards a predetermined point on the landing runway.
- B. A stabilized approach requires a constant airspeed.
- C. A stabilized approach is a descent at any angle as long as you land.
- D. A stabilized approach is an approach with a maximum airmass.

- 6. Frost on the wing affects aerodynamics by which of the following?**
- A. Increases lift and lowers stall speed
 - B. No effect
 - C. Increases stall speed and reduces lift
 - D. Improves stall margin
- 7. Under Part 121 rules, can you continue an approach if ceilings are below minimums but visibility remains above minimums before the FAF?**
- A. Yes
 - B. No
 - C. Only if ATC approves
 - D. Only after passing the FAF
- 8. On which frequencies can you activate PCL?**
- A. On the Tower (when closed), CTAF, or UNICOM frequency
 - B. On any frequency
 - C. On the Tower frequency only
 - D. On VOR frequency
- 9. What does MMO stand for in aviation terminology?**
- A. Maximum Mach Operating number
 - B. Maximum Mach Output
 - C. Mean Mach Observed
 - D. Minimum Mach Overspeed
- 10. Which statement defines Instrument Meteorological Conditions (IMC)?**
- A. Visibility less than 3 sm and ceilings less than 1000 ft, require pilots to fly primarily by instruments
 - B. Visibility greater than 3 sm and ceilings greater than 1000 ft
 - C. Visual flight rules
 - D. Daylight only

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What is the purpose of maneuvering speed V_a ?

- A. V_a (maneuver speed) is used during maneuvering so the plane will not be overstressed.
- B. It is a fixed speed that does not change with weight.
- C. It guarantees stall never occurs.
- D. It is the best climb speed.

Maneuvering speed V_a is the speed at which you can apply full, abrupt control inputs without overstressing the airframe. It acts as a built-in safety limit: at or below this speed, the airplane is designed so that the loads from a sudden control input will reach the structure's limit load before any structural failure occurs. V_a isn't fixed; it increases with weight (heavier aircraft can tolerate higher loads before reaching the limit), and it also depends on configuration. This is why V_a is described as the speed to use during maneuvering to avoid overstress. It does not guarantee that a stall won't happen—stall depends on angle of attack and airspeed, not structural loads. And it isn't the best climb speed, which serves a different purpose.

2. What does 'at pilot's discretion' mean?

- A. The pilot may start the climb or descent whenever the pilot wishes and at any rate
- B. ATC controls all climb and descent decisions
- C. The crew can decide the climb only with permission
- D. The aircraft follows a fixed profile

The main idea is that the pilot has control over the vertical path. When a clearance or phrase indicates "at pilot's discretion," the pilot decides when to start a climb or descent and how quickly to change altitude, as long as they remain within the current clearance and traffic constraints. ATC can still give instructions or impose requirements, and the pilot must comply with those, but in the absence of specific ATC direction, the pilot determines the timing and rate of the vertical maneuver. This differs from the other notions that place all control with ATC, require special permission to initiate climbs, or lock the flight into a fixed profile.

3. How should you handle a drunk crew member who has not yet boarded?

- A. Do nothing until boarding is complete
- B. Detain the individual until after flight
- C. Inform a supervisor only after flight
- D. Do everything to keep them away from the aircraft before boarding, alert nearby crew, speak with them about impairment, remind them of safety and legality, and involve HR if escalated

Safety comes first: an impaired crew member should not board, and the situation needs to be addressed before any risk to flight safety arises. The best approach is to intervene now by keeping the person away from the aircraft, alerting nearby crew so support is available, and engaging in a calm conversation about their impairment. Explain the safety obligations and the legal and company consequences of being unfit for duty, and assess their ability to comply. If the impairment cannot be resolved or if there's resistance, escalate to a supervisor and involve HR or security as needed. This sequence protects passengers and other crew, ensures proper handling under policy, allows for documentation, and supports a fair, structured response. Choosing not to act before boarding creates safety and compliance risks. Waiting until after the flight or after boarding has begun misses the chance to prevent problems during boarding and on the aircraft. Responding only after the flight or delaying until it's too late can lead to operational disruption or legal issues. The emphasis here is on proactive, safety-first intervention that follows proper channels and preserves both safety and dignity.

4. Where was Garrett Watkins born and raised?

- A. Sacramento, CA
- B. Portland, OR
- C. El Dorado Hills, CA**
- D. San Jose, CA

Understanding where someone was born and raised relies on the exact phrasing in the biographical information. When the source says Garrett Watkins was born and raised in a specific place, that place is the one to choose. Here, that place is El Dorado Hills, California, which directly matches the statement about both birth and upbringing. The other options—Sacramento, Portland, and San Jose—are different cities and don't align with the stated birthplace and upbringing. So, El Dorado Hills, California is the correct answer.

5. What defines a stabilized approach?

- A. A stabilized approach is a constant angle glidepath towards a predetermined point on the landing runway.**
- B. A stabilized approach requires a constant airspeed.
- C. A stabilized approach is a descent at any angle as long as you land.
- D. A stabilized approach is an approach with a maximum airmass.

In a stabilized approach, the aircraft is flown on a constant glidepath toward a predetermined point on the runway, with the landing configuration established and the airspeed kept within an appropriate range. The key idea is a steady, predictable vertical path toward a specific target on the runway, allowing for a smooth transition to landing without abrupt changes in angle or attitude. This differs from just holding a constant airspeed, which doesn't guarantee the aircraft is on the correct vertical path or properly configured. It also isn't about descending at any angle—as long as you land—because an unstable or irregular descent can lead to unsafe situations. And "maximum airmass" isn't a meaningful or correct criterion for a stabilized approach.

6. Frost on the wing affects aerodynamics by which of the following?

- A. Increases lift and lowers stall speed
- B. No effect
- C. Increases stall speed and reduces lift**
- D. Improves stall margin

Frost on a wing changes the way air flows by roughing the surface and altering the wing's effective shape. A smooth wing lets air follow the surface and stay attached longer, allowing higher lift before separation occurs. When frost forms, the surface becomes irregular and the wing's camber can be effectively reduced, so the boundary layer becomes more prone to early separation. This lowers the maximum lift the wing can produce and increases drag. With less lift available at a given speed, you must fly faster to maintain level flight, which means the stall speed goes up. The frost also shrinks the margin before stall, making stalls more likely at higher speeds than with a clean wing. So the net effect is higher stall speed and reduced lift.

7. Under Part 121 rules, can you continue an approach if ceilings are below minimums but visibility remains above minimums before the FAF?

- A. Yes**
- B. No
- C. Only if ATC approves
- D. Only after passing the FAF

The weather minimums for an instrument approach are applied to different segments of the approach. Before you reach the Final Approach Fix, you're in the initial or intermediate segments, which are governed by the segment minima that protect obstacle clearance along the published path. If the ceiling dips below the published ceiling minimum but the visibility still meets the required visibility minimum for that segment, you can continue toward the FAF because you're still within the permitted constraints for those earlier segments. The important limit is what happens after the FAF: once you're in the final approach segment, you must meet the final approach minimums (both ceiling and visibility) to descend and continue. If those final-segment minimums aren't met, you'd need to go missed. ATC approval isn't the deciding factor here; adherence to the published minimums for each segment is.

8. On which frequencies can you activate PCL?

- A. On the Tower (when closed), CTAF, or UNICOM frequency**
- B. On any frequency
- C. On the Tower frequency only
- D. On VOR frequency

Pilot-controlled lighting is activated by keying the microphone on the radio channel you use to contact the airfield's traffic services. That means you turn the lights on by talking on the frequency used for advisory communications at the field: the CTAF or UNICOM when the field is unattended. If there's a control tower and it's closed, you can also activate the lights by using the tower's frequency. Navigational frequencies like VOR aren't used for this purpose, and you don't get to turn lights on by using any arbitrary frequency.

9. What does MMO stand for in aviation terminology?

- A. Maximum Mach Operating number**
- B. Maximum Mach Output
- C. Mean Mach Observed
- D. Minimum Mach Overspeed

In aviation, MMO is the maximum Mach number at which an aircraft is permitted to operate. This limit is set because speeds approaching or exceeding it can bring aerodynamic and structural issues—transonic effects, buffet, and control or stability problems that the airframe and propulsion systems aren't certified to handle safely. MMO is not a fixed speed for all situations; it can depend on altitude, weight, and configuration, and is often managed together with other limits (like a Mach limit that changes with altitude). The other options don't reflect a standard aviation term for this concept (they aren't used to denote the operational speed ceiling in Mach).

10. Which statement defines Instrument Meteorological Conditions (IMC)?

- A. Visibility less than 3 sm and ceilings less than 1000 ft, require pilots to fly primarily by instruments**
- B. Visibility greater than 3 sm and ceilings greater than 1000 ft
- C. Visual flight rules
- D. Daylight only

IMC is when weather is not suitable for flying by looking outside, so pilots must rely on their instruments to fly. The statement captures the common defining scenario: visibility is below 3 statute miles and the cloud base (ceiling) is under 1,000 feet, which means pilots need to fly by instruments and follow instrument flight rules. In contrast, weather that meets or exceeds those visual minimums—visibility at least 3 miles and ceilings at least 1,000 feet—allows Visual Meteorological Conditions and VFR. IMC can occur in day or night, so daylight only isn't a determinant.

SAMPLE

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://rjetcadetinterview.examzify.com>

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

SAMPLE