

Sabalauski Air Assault School Phase 2 Practice Test (Sample)

Study Guide



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SAMPLE

Questions

- 1. What is one authorized means of securing the tow pintle on the M1151 uparmored HMMWV?**
 - A. Cotter pin**
 - B. Screw and nut**
 - C. Metal clamp**
 - D. Rope**
- 2. List one primary responsibility of the ground crew during sling load operations.**
 - A. To operate the helicopter**
 - B. To ensure safety and security of the load**
 - C. To monitor air traffic**
 - D. To conduct maintenance checks on the helicopter**
- 3. Why is proper link count important in sling loading operations?**
 - A. To control the load's center of gravity**
 - B. To secure the payload**
 - C. To achieve desired flight attitude**
 - D. To determine lift capability**
- 4. What reference material covers single point rigging procedures?**
 - A. FM 3-21.38**
 - B. TM 4-48.10**
 - C. AR 95-23**
 - D. TC 3-04.11**
- 5. What is the primary purpose of the static probe ground wand?**
 - A. To tighten cargo loads**
 - B. To discharge static electricity**
 - C. To secure rigging equipment**
 - D. To measure payload weight**

- 6. What is the maximum weight of the M1151 uparmored HMMWV?**
- A. 10,000 lbs**
 - B. 11,500 lbs**
 - C. 12,100 lbs**
 - D. 13,500 lbs**
- 7. What does the term "hookup" refer to in sling load operations?**
- A. Connecting the cargo to the ground vehicle**
 - B. Attaching the sling load equipment to the aircraft's cargo hook**
 - C. Detaching the load from the aircraft**
 - D. Securing the personnel on the helicopter**
- 8. What is one of the primary roles of the flight crew during sling load operations?**
- A. To conduct repairs on the helicopter.**
 - B. To operate the aircraft safely, observe the load, and coordinate with ground personnel.**
 - C. To oversee the loading of cargo on the aircraft.**
 - D. To train ground personnel in rigging techniques.**
- 9. What is the hook capacity of the front or aft cargo hook of a CH-47D?**
- A. 10,000 lbs**
 - B. 15,000 lbs**
 - C. 17,000 lbs**
 - D. 20,000 lbs**
- 10. What is the maximum weight of the M1102 Light tactical trailer?**
- A. 2,500 lbs**
 - B. 3,500 lbs**
 - C. 4,200 lbs**
 - D. 5,000 lbs**

Answers

SAMPLE

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

SAMPLE

Explanations

1. What is one authorized means of securing the tow pintle on the M1151 uparmored HMMWV?

A. Cotter pin

B. Screw and nut

C. Metal clamp

D. Rope

The authorized means of securing the tow pintle on the M1151 uparmored HMMWV is the cotter pin. This type of securing pin is designed to prevent components from loosening or coming apart during operation, ensuring the safety and stability of the equipment. The cotter pin is inserted through a hole in the pintle's securing mechanism and bent over to hold it in place. Using a cotter pin is standard practice in military vehicles because it is reliable, easy to use, and provides a quick visual check to confirm that the pintle is secured properly. This method reduces the risk of equipment failure or detachment, which is crucial during off-road and tactical maneuvers.

2. List one primary responsibility of the ground crew during sling load operations.

A. To operate the helicopter

B. To ensure safety and security of the load

C. To monitor air traffic

D. To conduct maintenance checks on the helicopter

During sling load operations, one of the primary responsibilities of the ground crew is to ensure the safety and security of the load. This is crucial because the integrity of the load affects not only the success of the operation but also the safety of both the ground crew and the airborne personnel. The ground crew is tasked with properly securing the load to prevent it from shifting or falling during transport, which could create hazardous situations once the helicopter is in flight. Ensuring that the load is stable, balanced, and securely attached prevents accidents that can result from a loose or improperly secured load. This responsibility is vital in maintaining both operational efficiency and safety protocols during such complex maneuvers.

3. Why is proper link count important in sling loading operations?

- A. To control the load's center of gravity**
- B. To secure the payload**
- C. To achieve desired flight attitude**
- D. To determine lift capability**

Proper link count is crucial in sling loading operations because it directly affects the flight attitude of the load. The link count refers to the number of links in the sling assembly that gives the load its desired positioning when being hoisted or transported by helicopters. Achieving the correct number of links ensures that the load hangs at the appropriate angle, which is vital for maintaining stability during flight. When loads are not rigged correctly with the right link count, they can shift unexpectedly, leading to an altered center of gravity and potentially causing the aircraft to become unstable. Moreover, if the load's attitude is incorrect, it may impact the aircraft's performance during maneuvers, including takeoff, flight, and landing phases. Ensuring the desired flight attitude through proper link count helps promote the safety and effectiveness of the sling loading operation, preventing accidents and ensuring that the payload reaches its intended destination securely. The other options, while relevant to different aspects of sling loading, do not specifically address the primary reason for maintaining the proper link count in relation to how the load behaves in the air. Thus, the correct focus on achieving desired flight attitude underscores its critical role in successful sling loading operations.

4. What reference material covers single point rigging procedures?

- A. FM 3-21.38**
- B. TM 4-48.10**
- C. AR 95-23**
- D. TC 3-04.11**

The reference material that covers single point rigging procedures is indeed TM 4-48.10. This technical manual provides detailed guidance on rigging techniques for various loads, including the specific procedures required for single point rigging. Single point rigging is critical for ensuring that the load is securely attached to the aircraft, allowing for safe transport and delivery. The content within TM 4-48.10 includes instructions on equipment setup, safety considerations, and operational guidelines necessary for effective single point rigging. This is vital for personnel who need to understand the complexities and requirements of aerial delivery operations. The other materials listed may cover different aspects related to air operations or cargo but do not focus specifically on single point rigging procedures, which is why they are not the correct reference for this question.

5. What is the primary purpose of the static probe ground wand?

- A. To tighten cargo loads**
- B. To discharge static electricity**
- C. To secure rigging equipment**
- D. To measure payload weight**

The primary purpose of the static probe ground wand is to discharge static electricity. This tool is essential in aviation and cargo operations, particularly when working with sensitive equipment or during the loading and unloading of aircraft. Static electricity can accumulate on cargo and aircraft surfaces during handling, which poses a risk for creating sparks that could ignite flammable materials or cause malfunctions in electronic equipment. By using the static probe ground wand, personnel can effectively neutralize any static charge, ensuring a safer working environment and reducing the potential for electrical discharge incidents. This practice is crucial in maintaining safety standards and operational integrity during air assault operations and cargo handling.

6. What is the maximum weight of the M1151 uparmored HMMWV?

- A. 10,000 lbs**
- B. 11,500 lbs**
- C. 12,100 lbs**
- D. 13,500 lbs**

The maximum weight of the M1151 uparmored High Mobility Multipurpose Wheeled Vehicle (HMMWV) is indeed 12,100 pounds. This figure reflects the vehicle's specifications as designed to accommodate armored features while maintaining mobility and operational capability for various missions. The M1151 is specifically configured to provide enhanced protection against small arms fire and shrapnel, which contributes to its increased weight compared to standard models. Understanding this weight capacity is crucial for load planning and tactical operations where the vehicle's performance under varying weights is a key factor.

7. What does the term "hookup" refer to in sling load operations?

- A. Connecting the cargo to the ground vehicle**
- B. Attaching the sling load equipment to the aircraft's cargo hook**
- C. Detaching the load from the aircraft**
- D. Securing the personnel on the helicopter**

In sling load operations, the term "hookup" specifically refers to the process of attaching the sling load equipment to the aircraft's cargo hook. This is a crucial step in the operation, as it ensures that the load is properly secured and can be safely transported by the helicopter. Effective hookup involves checking that all components are connected correctly, including the cables or straps that hold the load, which prevents accidents during flight. Understanding this term is vital for personnel involved in aerial transportation, as improper hookup could lead to failure in load security, risking both the cargo and the safety of the aviators. The other options pertain to different aspects of cargo operations but do not accurately capture what "hookup" specifically addresses in the context of sling load operations.

8. What is one of the primary roles of the flight crew during sling load operations?

- A. To conduct repairs on the helicopter.**
- B. To operate the aircraft safely, observe the load, and coordinate with ground personnel.**
- C. To oversee the loading of cargo on the aircraft.**
- D. To train ground personnel in rigging techniques.**

In sling load operations, one of the primary roles of the flight crew is to operate the aircraft safely, observe the load, and coordinate with ground personnel. This involves ensuring that the helicopter is piloted correctly during the operation to maintain safe flight dynamics while carrying a load. The crew must closely monitor the external load visually and through instruments, assessing its stability and the impact it may have on the flight path. Effective communication with ground personnel is crucial to ensure that the load is correctly rigged and that the operation runs smoothly, as this coordination helps mitigate risks and enhances overall mission effectiveness. In contrast, roles such as conducting repairs on the helicopter or overseeing cargo loading do not fall under the primary responsibilities of the flight crew during the actual sling load operation. Additionally, while training ground personnel in rigging techniques is important, it typically takes place outside of active sling load operations and is not a direct role of the flight crew during the operation itself.

9. What is the hook capacity of the front or aft cargo hook of a CH-47D?

- A. 10,000 lbs**
- B. 15,000 lbs**
- C. 17,000 lbs**
- D. 20,000 lbs**

The hook capacity of the front or aft cargo hook of a CH-47D is 17,000 lbs. This capacity reflects the designed load limit that ensures safe transport operations during air assaults and logistical missions. The CH-47D Chinook is a heavy-lift helicopter known for its exceptional capability to carry large and heavy loads, and the 17,000 lbs capacity on both the front and aft hooks enables it to perform a variety of roles efficiently, including troop movement, equipment transport, and resupply missions. This specification is crucial for tactical planning and mission execution, as it influences the types and weights of loads that can be safely lifted and transported by the helicopter.

10. What is the maximum weight of the M1102 Light tactical trailer?

- A. 2,500 lbs**
- B. 3,500 lbs**
- C. 4,200 lbs**
- D. 5,000 lbs**

The M1102 Light Tactical Trailer has a maximum weight capacity of 4,200 lbs. This trailers' weight limit is established to ensure that it can safely carry equipment and supplies without compromising vehicle performance or safety during transport. The 4,200 lbs capacity allows for a balance between lightweight mobility and functional utility, making it a versatile choice for military operations where transporting gear quickly and efficiently is crucial. Understanding this weight limit is essential for operational planning and ensuring that load requirements are met without exceeding safety parameters.