

SIFT ARMY AVIATION INFORMATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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	16

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. Which section of the SIFT is likely to test knowledge about aircraft engines?**
 - A. Aviation Information
 - B. Mechanical Comprehension
 - C. Math
 - D. Reading Comprehension
- 2. What is the primary purpose of the main rotor blades on a helicopter?**
 - A. To provide lift and control the flight direction
 - B. To stabilize the helicopter in flight
 - C. To increase drag and reduce speed
 - D. To generate noise and turbulence
- 3. What should candidates study to perform well on the SIFT exam?**
 - A. Only aviation regulations
 - B. Aviation theory, basic math, reading skills, and mechanical principles
 - C. Flight simulators and virtual reality environments
 - D. Advanced engineering concepts
- 4. Which of the following does not need to be checked before beginning a normal takeoff from hover?**
 - A. Power
 - B. Balance
 - C. RPM
 - D. Flight controls
- 5. What can primary pitch control in a helicopter affect?**
 - A. The rotor disk's angle of attack
 - B. The tail rotor's thrust direction
 - C. The altitude impact of induced drag
 - D. The forward speed of the helicopter

- 6. What does parasitic drag primarily consist of?**
- A. Induced pressure changes
 - B. Surface friction and form drag
 - C. Weight and balance factors
 - D. Thermal influences
- 7. How should a candidate approach time management during the SIFT?**
- A. Allocate time wisely per section and avoid spending too long on any one question
 - B. Solve easier questions first and leave difficult ones for last
 - C. Spend equal time on each question regardless of difficulty
 - D. Skip questions that seem too challenging
- 8. Which control is considered a rate controlled instrument?**
- A. collective
 - B. throttle
 - C. cyclic
 - D. anti torque pedals
- 9. During a standard hover, the tail rotor primarily functions to counteract what force?**
- A. Torque effect
 - B. Gyroscopic precession
 - C. Weight distribution
 - D. Lift vectoring
- 10. If the helicopter's nose drops while flying and the cyclic is neutral, what is likely causing this?**
- A. Trim is improperly set
 - B. The helicopter is too heavy
 - C. Fuel in the rear is being used up
 - D. Airspeed is too low

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which section of the SIFT is likely to test knowledge about aircraft engines?

- A. Aviation Information**
- B. Mechanical Comprehension
- C. Math
- D. Reading Comprehension

The section that is likely to test knowledge about aircraft engines is the Aviation Information section. This part of the SIFT specifically targets your understanding of aviation concepts, which includes topics like aircraft systems, types of aircraft, flight operations, and crucially, the design and function of aircraft engines. Knowledge in this area is essential for understanding how aircraft operate and is integral to the field of aviation. The other sections, while important in a broader context, do not focus specifically on aircraft engines. Mechanical Comprehension might touch on some principles related to engines, but it would be more general and not specifically tailored to aviation. Math would involve calculations relevant to aviation but not the engines themselves, and Reading Comprehension would assess your ability to understand texts but would not delve into the specifics of aircraft engines. Therefore, the Aviation Information section is the most appropriate choice for testing knowledge about this topic.

2. What is the primary purpose of the main rotor blades on a helicopter?

- A. To provide lift and control the flight direction**
- B. To stabilize the helicopter in flight
- C. To increase drag and reduce speed
- D. To generate noise and turbulence

The primary purpose of the main rotor blades on a helicopter is to provide lift and control the flight direction. The rotor blades are designed to create lift by generating a difference in air pressure on their upper and lower surfaces as they rotate. This lift is essential for getting the helicopter off the ground and maintaining flight. Furthermore, the angle of the rotor blades can be adjusted to control not only the amount of lift produced but also the direction the helicopter flies. This is achieved through cyclic and collective pitch control, allowing the pilot to maneuver the aircraft effectively in three-dimensional space. While other functions like stabilization are important, they are secondary to the fundamental roles of lift and directional control that the rotor blades serve in helicopter operations. The other options, such as increasing drag or generating noise, do not accurately capture the primary functions of the rotor blades in a helicopter's flight dynamics.

3. What should candidates study to perform well on the SIFT exam?

- A. Only aviation regulations
- B. Aviation theory, basic math, reading skills, and mechanical principles**
- C. Flight simulators and virtual reality environments
- D. Advanced engineering concepts

To perform well on the SIFT exam, candidates should focus on aviation theory, basic math, reading skills, and mechanical principles. This comprehensive approach equips candidates with the necessary knowledge and skills that are directly relevant to the exam and the roles they aspire to occupy in Army Aviation. Aviation theory provides a fundamental understanding of the principles of flight and aviation operations, which is crucial for any candidate entering this field. Basic math is essential for solving problems related to navigation, weight and balance, and other quantitative aspects of flying. Reading skills are important as the SIFT exam contains various types of written questions, and comprehension of technical documents is a vital skill in aviation. Mechanical principles give candidates a foundational grasp of how aircraft operate, which is important for understanding both the hardware involved and the operational side of aviation. The other options suggest areas of focus that, while they have their place in the broader context of aviation training, do not encompass the well-rounded preparation needed specifically for the SIFT exam. For example, aviation regulations alone would not cover the diverse subjects tested. Similarly, while flight simulators and virtual reality environments provide hands-on experience, they do not substitute for the theoretical knowledge and skills assessed by the SIFT exam. Lastly, advanced engineering concepts may exceed the

4. Which of the following does not need to be checked before beginning a normal takeoff from hover?

- A. Power
- B. Balance
- C. RPM**
- D. Flight controls

Before beginning a normal takeoff from hover, checking various aircraft parameters and conditions is crucial for ensuring a safe flight. While power, balance, and flight controls are essential checks that help pilots confirm the helicopter is ready for takeoff and that the aircraft is stable, RPM typically does not require a specific check before initiating this type of takeoff. RPM is generally monitored continuously throughout flight operations, and its levels are usually stable if the helicopter is functioning correctly and is already in a hover. Pilots focus on power, which ensures that the engines can produce adequate thrust, balance, which checks weight distribution for stability, and flight controls to ensure responsiveness and proper function. The RPM, being monitored as part of routine operational checks, is not considered a standalone prerequisite before hovering takeoff, making it the appropriate choice in this context.

5. What can primary pitch control in a helicopter affect?

- A. The rotor disk's angle of attack
- B. The tail rotor's thrust direction
- C. The altitude impact of induced drag
- D. The forward speed of the helicopter

Primary pitch control in a helicopter significantly influences the rotor disk's angle of attack. When the pilot adjusts the pitch via the cyclic control, it alters the inclination of the rotor blades as they rotate around the rotor hub. This change in pitch directly impacts the angle at which the rotor blades meet the oncoming airflow, known as the angle of attack. An increased angle of attack enhances lift, allowing the helicopter to ascend or maintain altitude, while a reduced angle of attack can lead to descent. Understanding the effects of pitch control is crucial for helicopter operations, as it allows pilots to maneuver the aircraft effectively in various flight situations. The relationship between pitch control and the rotor disk's angle of attack is foundational for managing lift and understanding helicopter dynamics.

6. What does parasitic drag primarily consist of?

- A. Induced pressure changes
- B. Surface friction and form drag
- C. Weight and balance factors
- D. Thermal influences

Parasitic drag primarily consists of surface friction and form drag. This type of drag occurs due to the interaction between the aircraft's surface and the air it travels through. Surface friction is related to the roughness of the aircraft's surfaces and the viscosity of the air, which affects how air flows over those surfaces. Form drag, on the other hand, is caused by the shape of the aircraft and how that shape disrupts airflow, leading to resistance against the forward motion of the aircraft. In contrast, induced pressure changes pertain to lift-related drag, thermal influences involve temperature effects on performance typically in relation to environmental conditions, and weight and balance factors do not directly impact drag type but rather the overall stability and control of the aircraft. Understanding the components of parasitic drag helps in designing more aerodynamically efficient aircraft and improving flight performance.

7. How should a candidate approach time management during the SIFT?

- A. Allocate time wisely per section and avoid spending too long on any one question
- B. Solve easier questions first and leave difficult ones for last
- C. Spend equal time on each question regardless of difficulty
- D. Skip questions that seem too challenging

A candidate should approach time management during the SIFT by allocating time wisely per section and avoiding prolonged focus on any single question. This strategy is beneficial because the SIFT consists of various sections, each with a specific time limit, and prioritizing time ensures that all sections receive adequate attention. By managing time effectively, candidates can maximize their overall performance and minimize the risk of running out of time on sections where they may feel more confident. This approach allows candidates to gauge their pace throughout the test, ensuring they can complete all questions and review their answers if time permits. Moreover, spending too long on one question can lead to decreased performance on other sections, as candidates might not complete the test within the allotted time.

8. Which control is considered a rate controlled instrument?

- A. collective
- B. throttle
- C. cyclic
- D. anti torque pedals**

The anti-torque pedals are considered a rate controlled instrument because they are primarily used to maintain the helicopter's yaw attitude and control the rate of turn. By adjusting the pitch of the tail rotor, the anti-torque pedals help counteract the torque produced by the main rotor system. When a pilot applies pressure on the pedals, it directly influences the yaw rate of the helicopter, allowing for precise control over how quickly the aircraft rotates around its vertical axis. This rate control is crucial during various flight maneuvers, especially when trying to maintain coordinated flight. In contrast, other controls like the collective, throttle, and cyclic have different functions and characteristics. The collective changes the overall lift produced by the rotor blades but does not directly control the rate of ascent or descent in the same manner the pedals control yaw. The throttle adjusts engine power but is typically not rate controlled. The cyclic, while it does influence pitch and roll rates, operates differently compared to the specific rate control that the anti-torque pedals provide.

9. During a standard hover, the tail rotor primarily functions to counteract what force?

- A. Torque effect**
- B. Gyroscopic precession
- C. Weight distribution
- D. Lift vectoring

In a standard hover, the tail rotor's primary function is to counteract the torque effect generated by the main rotor. As the main rotor spins, it produces torque that tends to rotate the helicopter fuselage in the opposite direction. This is due to Newton's third law of motion, where every action has an equal and opposite reaction. The tail rotor creates a horizontal thrust that counterbalances this torque, allowing the helicopter to maintain a stable hover without unwanted yaw movement. Understanding the importance of the tail rotor in countering torque is crucial for safe helicopter operation, especially in maintaining directional control during hover. The other forces mentioned—such as gyroscopic precession, weight distribution, and lift vectoring—are also relevant to helicopter dynamics but do not specifically describe the primary function of the tail rotor during a hover. Gyroscopic precession refers to the effect of changes in rotor orientation on the helicopter's response, weight distribution pertains to how the helicopter is loaded, and lift vectoring involves changing the angle of lift to maneuver, but these do not directly explain the torque counteraction provided by the tail rotor.

10. If the helicopter's nose drops while flying and the cyclic is neutral, what is likely causing this?

- A. Trim is improperly set
- B. The helicopter is too heavy
- C. Fuel in the rear is being used up
- D. Airspeed is too low

The situation described involves the helicopter's nose dropping while the cyclic control is neutral. This indicates that there may be an imbalance in the helicopter's center of gravity or load distribution. When fuel is burned from the rear tanks, the helicopter's center of gravity shifts forward. If the cyclic is not adjusted to maintain proper pitch attitude, this can result in the nose of the helicopter dropping. As fuel is consumed from the rear, it decreases the overall weight at that end, leading to a shift that can cause the nose to lower unless corrective action is taken through the cyclic. This phenomenon underscores the importance of managing fuel loads and being aware of how changes in fuel can affect the helicopter's balance and performance. Other factors like improper trim settings, excess weight, or low airspeed might influence flying characteristics, but in this scenario, the specific action of burning fuel from the rear clearly illustrates a direct cause for the nose dropping.

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://sift-armyaviation.examzify.com>

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

SAMPLE