

SIM/FLX TRANSITION CHECK GK PREP SOURCE 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. Aerobatic maneuvers involving spins or stalls are prohibited when fuel imbalance exceeds what amount?**
 - A. 25 pounds
 - B. 50 pounds
 - C. 75 pounds
 - D. 100 pounds
- 2. For how many minutes can the standby attitude indicator retain accurate pitch and roll indications after losing all electrical power?**
 - A. 5 minutes
 - B. 6 minutes
 - C. 9 minutes
 - D. 12 minutes
- 3. For a precautionary emergency landing (PEL), what is the first step?**
 - A. Reduce altitude
 - B. Turn to nearest suitable field
 - C. Deploy speed brakes
 - D. Check fuel levels
- 4. When executing a breakout, which precaution must pilots take regarding other aircraft?**
 - A. Maintain altitude only
 - B. Exercise extreme caution
 - C. Notify air traffic control
 - D. Change flight path immediately
- 5. Which type of pump is NOT included in the 8 pumps of the T-6A?**
 - A. Boost pump
 - B. Auxiliary pump
 - C. Primary jet pump
 - D. Low pressure pump

6. Which of the following does the firewall shutoff handle cut off to the engine?
- A. Fuel and hydraulic fluid
 - B. Fuel and air pressure
 - C. Hydraulic fluid and bleed air
 - D. Bleed air and electrical power
7. What is the minimum fuel requirement for landing during dual runway operations?
- A. 200 lbs
 - B. 250 lbs
 - C. 300 lbs
 - D. 350 lbs
8. In ground mode, the idle setting is approximately how many percent N1?
- A. 60-65%
 - B. 60-70%
 - C. 60-75%
 - D. 60-80%
9. During a Straight-in Breakout, at what point should the pilot turn toward the VFR entry point?
- A. At the 5-mile point
 - B. Prior to the 3-mile point
 - C. After crossing the runway
 - D. Upon reaching pattern altitude
10. What is the height of the aircraft?
- A. 10 ft
 - B. 10'6'
 - C. 10'8'
 - D. 10'10'

Answers

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

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Explanations

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1. Aerobatic maneuvers involving spins or stalls are prohibited when fuel imbalance exceeds what amount?

- A. 25 pounds
- B. 50 pounds**
- C. 75 pounds
- D. 100 pounds

Aerobatic maneuvers involving spins or stalls are prohibited when the fuel imbalance exceeds 50 pounds due to the potential instability it can create in the aircraft's flight characteristics. An imbalance in fuel can affect the center of gravity (CG), which is critical for maintaining control during aerobatic maneuvers. When the CG is not within the acceptable limits, the aircraft may behave unpredictably, increasing the risk of loss of control during high-stress maneuvers like spins or stalls. Maintaining a fuel imbalance of 50 pounds or less ensures that the aircraft can handle the aerodynamic loads associated with aerobatics more reliably, allowing the pilot to perform maneuvers safely. This figure is generally established based on safety guidelines and operational practices in order to enhance the aircraft's stability and control when performing complex and demanding flying tasks.

2. For how many minutes can the standby attitude indicator retain accurate pitch and roll indications after losing all electrical power?

- A. 5 minutes
- B. 6 minutes
- C. 9 minutes**
- D. 12 minutes

The standby attitude indicator is designed to provide reliable pitch and roll information even in the event of electrical power loss, which is crucial for pilot situational awareness during critical phases of flight. The indicator can maintain its accuracy through its internal gyroscopic systems. The correct answer is based on the operational specifications of such indicators, which typically can sustain accurate readings for approximately 9 minutes without electrical power. This time frame allows pilots to maintain control and navigate effectively if there is an electrical failure, as they can rely on the standby attitude indicator for short-term guidance. Understanding this operational capability is vital for pilots to ensure they can rely on backup instruments during emergencies. In the context of the other options, while 5, 6, or 12 minutes are plausible durations, the standby attitude indicator is specifically engineered to provide 9 minutes of accurate indication post electrical failure, ensuring pilots have sufficient time to execute emergency procedures or navigate to safety.

3. For a precautionary emergency landing (PEL), what is the first step?

- A. Reduce altitude
- B. Turn to nearest suitable field**
- C. Deploy speed brakes
- D. Check fuel levels

The first step in a precautionary emergency landing (PEL) is to turn toward the nearest suitable field. This action prioritizes finding a safe location to land, which is critical in an emergency situation. By identifying the nearest landing site, the pilot gains a sense of direction and purpose, enabling them to stabilize the situation. This step is essential as it allows for a quick assessment of the landing area while simultaneously managing the aircraft's current state. Once the nearest suitable field is identified, the pilot can systematically execute additional procedures, such as reducing altitude or deploying speed brakes if necessary, to prepare for the landing. However, the immediate focus should be on evaluating and targeting a safe landing area, which underscores the importance of situational awareness during an emergency. Other options, while relevant to flight management, do not address the urgent need to direct the aircraft towards a safe landing site.

4. When executing a breakout, which precaution must pilots take regarding other aircraft?

- A. Maintain altitude only
- B. Exercise extreme caution**
- C. Notify air traffic control
- D. Change flight path immediately

When executing a breakout maneuver, exercising extreme caution is essential for pilots due to the potential presence of other aircraft in the vicinity. A breakout often occurs when a pilot needs to quickly change their flight path, usually to avoid conflict or other potential hazards. During this time, it's critical to be especially vigilant and aware of surrounding traffic to avoid collisions, as the maneuver may involve rapid changes in altitude and heading. Staying alert and observing for other aircraft is crucial because the airspace can be congested with both commercial and general aviation traffic. Other aircraft may not be aware of your intentions, and without caution, a pilot could unintentionally compromise safety. While notifying air traffic control or maintaining altitude can be important aspects of overall cockpit management, they are not sufficient in themselves to ensure safety during such a dynamic situation. The emphasis on extreme caution highlights the need for situational awareness and proactive safety measures in a busy airspace environment.

5. Which type of pump is NOT included in the 8 pumps of the T-6A?

- A. Boost pump
- B. Auxiliary pump**
- C. Primary jet pump
- D. Low pressure pump

The auxiliary pump is not part of the eight pumps that are typically identified in the T-6A's fuel system. The T-6A is equipped with various pumps that serve specific purposes within its fuel management system, such as ensuring proper fuel delivery and maintaining system pressure. The boost pump, for example, plays a crucial role in supplying pressurized fuel to the engine. The primary jet pump is designed to utilize fuel flow to create suction, drawing additional fuel from the tanks to maintain adequate supply. Similarly, the low pressure pump contributes to the overall functionality of managing fuel under various operational conditions. Since the list of pumps recognized in the T-6A fuel system doesn't include the auxiliary pump, identifying it as the correct answer highlights a specific understanding of the aircraft's fuel system configuration. Each identified pump serves a distinct and functional purpose in the management and delivery of fuel throughout the aircraft, whereas the auxiliary pump is not part of that established configuration in this context.

6. Which of the following does the firewall shutoff handle cut off to the engine?

- A. Fuel and hydraulic fluid**
- B. Fuel and air pressure
- C. Hydraulic fluid and bleed air
- D. Bleed air and electrical power

The shutdown mechanism referred to as the firewall shutoff handle is crucial in controlling the flow of necessary fluids and air to the engine. When this handle is engaged, it effectively interrupts the supply of fuel and hydraulic fluid. Fuel is essential for combustion, and hydraulic fluid is critical for operating various systems, including flight controls and landing gear. Interrupting these supplies ensures that the engine can be safely shut down in emergency situations or during maintenance, thereby preventing potential hazards associated with uncontrolled fuel flow or hydraulic pressure. The other options, while they mention important aspects of engine operation, do not accurately represent the primary functions of the firewall shutoff handle. For example, air pressure and bleed air relate primarily to air delivery systems supporting engine performance, and electrical power is managed by separate systems in aircraft, making them less relevant to the specific function of the firewall shutoff handle in this context.

7. What is the minimum fuel requirement for landing during dual runway operations?

- A. 200 lbs
- B. 250 lbs**
- C. 300 lbs
- D. 350 lbs

The minimum fuel requirement for landing during dual runway operations is set at 250 pounds. This specifies the amount of fuel a flight must have upon landing to ensure safety and provide allowances for unexpected circumstances. Dual runway operations often involve additional factors such as turbulence from other aircraft or changes in weather patterns. The regulation accounts for these conditions, ensuring that pilots maintain enough fuel to handle alternate scenarios, including emergencies. Fuel reserves are critical for ensuring the aircraft can perform a safe go-around if necessary, or to divert to an alternate landing site if the primary runway becomes unavailable. By establishing the minimum requirement at 250 pounds, regulatory guidelines help maintain a standard level of safety, ensuring that sufficient fuel is available for necessary maneuvers or contingencies during the landing phase.

8. In ground mode, the idle setting is approximately how many percent N1?

- A. 60-65%
- B. 60-70%**
- C. 60-75%
- D. 60-80%

In ground mode, the idle setting for many turbofan engines is typically around 60-70% N1. This value reflects the engine's operational parameters while on the ground, where the engine needs to maintain enough thrust to support various operations, such as taxiing and staying stable on the runway. The percentage of N1 represents the rotational speed of the engine's fan relative to its maximum capability. The reason that 60-70% is the most appropriate range relates to the behavior of the engine under different power settings. At idle, the engine does not require the full thrust needed for takeoff, and operating in this range allows for sufficient thrust without overspeeding or causing undue wear on the engine components. The other options extend the range too far upwards, which may indicate higher N1 values than necessary for ground operations. Therefore, 60-70% is the balance that ensures operational safety and efficiency in ground mode.

9. During a Straight-in Breakout, at what point should the pilot turn toward the VFR entry point?

- A. At the 5-mile point
- B. Prior to the 3-mile point**
- C. After crossing the runway
- D. Upon reaching pattern altitude

In the context of a Straight-in Breakout during an approach, the correct moment for a pilot to initiate the turn toward the VFR entry point is prior to the 3-mile point. This timing is crucial as it allows for sufficient distance to achieve a safe and controlled maneuver. By turning early, pilots can ensure they are aligned with the desired flight path, maintaining a safe altitude and configuration while integrating smoothly with other traffic in the VFR environment. Furthermore, turning before the 3-mile point enables the pilot to establish a proper angle of approach, which is essential for maintaining situational awareness and for spotting potential conflicts with other aircraft that might be participating in the VFR traffic pattern. This proactive approach helps pilots to avoid any last-minute adjustments that could increase risk or complicate their navigational task. The other options imply either too late an action or incorrect altitude considerations that could lead to complicating the maneuver or mismanaging the approach phase, which emphasizes the significance of the timing of the turn in ensuring flight safety and operational efficiency.

10. What is the height of the aircraft?

- A. 10 ft
- B. 10'6'
- C. 10'8'
- D. 10'10'

To determine the height of the aircraft accurately, one must consider various factors that could influence the given options. The answer indicates that the height of the aircraft is 10'8". This height may have been derived from standard specifications for certain types of aircraft, which often have specific dimensions for operational purposes such as hangar accommodation, compliance with air traffic regulations, and safety considerations. In aviation, height measurements are critical for understanding how aircraft interact with airport infrastructure and for maintaining safe distances from ground obstacles. The designation of 10'8" is a typical figure that may align with aircraft dimensions designed for general aviation, like small planes or certain types of cargo aircraft. The other options, while plausible in different contexts, do not represent the standard or expected heights found in typical aircraft operational specifications. Understanding the context of how heights are measured and the relevance of the provided figures is essential for accurately interpreting aircraft specifications within the aviation field.

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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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