

T-6 Formation Checkride Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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. During a cross turn, number 2 should maintain which spacing from number 1?**
 - A. Just overhead number 1**
 - B. 1-2 ship lengths behind**
 - C. 3-4 ship lengths behind**
 - D. Directly at number 1's wing tip**

- 2. What is included in the criteria for a KIO call based on the acronym BBUMS WORLD?**
 - A. Minimized radio chatter**
 - B. Boundaries/Blind**
 - C. Flight level adjustments**
 - D. Altitude reporting**

- 3. If number 1 starts a turn during a straight-ahead rejoin, what should number 2 do?**
 - A. Maintain straight flight until cleared**
 - B. Rejoin in a turn**
 - C. Execute a go-around**
 - D. Increase speed to catch up**

- 4. During a missed approach, what is the altitude adjustment number 2 performs?**
 - A. Climb to 1000 ft above the missed approach altitude**
 - B. Climb 500 ft above the missed approach altitude**
 - C. Descent to minimums**
 - D. Maintain altitude until further instructions**

- 5. When overshooting from a turning rejoin, what altitude should the POM be in relation to number 1?**
 - A. 100 ft. below number 1**
 - B. 50 ft. below number 1**
 - C. 25 ft. below number 1**
 - D. 75 ft. below number 1**

- 6. When will number 2 respond to a frequency change directive?**
- A. When they hear "go channel xx"**
 - B. When they feel ready to switch**
 - C. When they confirm the directive with lead**
 - D. Only when lead is in trouble**
- 7. What is expected from wing in terms of position during the formation flight?**
- A. Maintain a loose, flexible position**
 - B. Stay close to number 1 but not too close**
 - C. Be in position and on frequency**
 - D. Adjust position based on weather conditions**
- 8. What should an aircraft squawk if it is NORDO with additional system malfunctions?**
- A. 7500**
 - B. 7600**
 - C. 7700**
 - D. 7800**
- 9. How should number 2 communicate in the situation of a turn into number 2 during Lost Wingman procedures?**
- A. Call for immediate landing**
 - B. Request assistance from ATC**
 - C. Direct to roll out and state they are lost wingman**
 - D. Notify ground control**
- 10. What is the minimum time for instrument trail procedures?**
- A. 10 seconds**
 - B. 15 seconds**
 - C. 20 seconds**
 - D. 30 seconds**

Answers

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

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Explanations

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1. During a cross turn, number 2 should maintain which spacing from number 1?

- A. Just overhead number 1**
- B. 1-2 ship lengths behind**
- C. 3-4 ship lengths behind**
- D. Directly at number 1's wing tip**

Maintaining 1-2 ship lengths behind number 1 during a cross turn is essential for ensuring safe and effective formation flying. This spacing allows number 2 to have adequate separation from number 1 to avoid any risk of collision while still remaining close enough to preserve formation integrity and maintain visual references. It provides enough distance to react to any changes in number 1's speed or flight path, while also allowing number 2 to maintain a good line of sight for communication and coordination during maneuvers. This practice is crucial in formation flying as it facilitates effective communication and reduces the likelihood of over-controlling or becoming too close during dynamic maneuvers like cross turns. Proper distance also aids in maintaining the overall visual perspective of the formation, enabling all pilots to perform maneuvers safely and efficiently.

2. What is included in the criteria for a KIO call based on the acronym BBUMS WORLD?

- A. Minimized radio chatter**
- B. Boundaries/Blind**
- C. Flight level adjustments**
- D. Altitude reporting**

The correct choice relates to the criteria for issuing a KIO (Knock It Off) call, which is a safety measure used to halt training or practice maneuvers due to perceived danger or risk. The acronym BBUMS WORLD serves as a mnemonic to remember several critical criteria, with "Boundaries/Blind" being one of the central components. "Boundaries" pertains to the geographical or operational limits within which flying maneuvers should occur. If aircraft are straying beyond established boundaries, or if the training is entering an area not suitable for operations—such as near populated areas or conflicting airspace—a KIO call is warranted. "Blind" refers to a situation where a pilot cannot see another aircraft within the formation or nearby, creating a potentially hazardous condition. When visual contact is lost, it significantly increases the risk of midair collisions, thus necessitating the immediate cessation of maneuvers through a KIO call. Together, these concepts underscore the importance of maintaining situational awareness and adhering to operational limits, which are crucial for ensuring safety during formation flying. While the other options may relate to operational considerations, they do not specifically align with the BBUMS WORLD acronym related to the KIO call criteria.

3. If number 1 starts a turn during a straight-ahead rejoin, what should number 2 do?

- A. Maintain straight flight until cleared**
- B. Rejoin in a turn**
- C. Execute a go-around**
- D. Increase speed to catch up**

When number 1 begins a turn during a straight-ahead rejoin, it is essential for number 2 to follow safely and efficiently. The correct action for number 2 is to rejoin in the turn. This is because a straight-ahead rejoin can quickly transition into a formation maneuver, requiring number 2 to adapt to the lead's flight path to maintain formation. Rejoining in a turn allows number 2 to stay in a proper positional relationship with number 1, ensuring that the formation remains tight and controlled. This action helps prevent any excessive separation or risk of collision that could occur if number 2 remained in straight flight while number 1 changes direction. It's fundamental in formation flying to maintain awareness of the lead aircraft's movements and adjust accordingly for safety and flight integrity. Other options like maintaining straight flight could lead to being out of position, while executing a go-around is unnecessary in this context where both aircraft are capable of continuing to fly in formation. Increasing speed to catch up might disrupt the formation stability and create further complications, as it does not account for the spatial relationship necessary during the turn. Overall, rejoining in the turn facilitates continuity in the formation and is the most logical and safe response for number 2

4. During a missed approach, what is the altitude adjustment number 2 performs?

- A. Climb to 1000 ft above the missed approach altitude**
- B. Climb 500 ft above the missed approach altitude**
- C. Descent to minimums**
- D. Maintain altitude until further instructions**

In a missed approach procedure, the aircraft is required to follow a specific altitude adjustment to ensure safety and proper separation from terrain and obstacles. When executing a missed approach, the standard procedure involves climbing to an altitude that is indicated in the published missed approach procedure. In this case, the procedure prescribes that after reaching the missed approach altitude, the aircraft should climb to an elevation that is 500 feet above that altitude. This provides an additional buffer and ensures that the aircraft maintains adequate clearance from potential obstacles or terrain during the climb. Additionally, this altitude adjustment allows for the safe transition to the next phase of the approach or to the alternate procedures as provided in the air traffic control instructions. This altitude adjustment is critical for maintaining safe operating conditions and complying with the necessary regulations involved in flying in a formation or individual aircraft setting. Understanding this altitude adjustment is essential for adhering to procedures during less-than-ideal flying conditions.

5. When overshooting from a turning rejoin, what altitude should the POM be in relation to number 1?

- A. 100 ft. below number 1**
- B. 50 ft. below number 1**
- C. 25 ft. below number 1**
- D. 75 ft. below number 1**

When a formation aircraft is executing a turning rejoin and finds itself overshooting, maintaining an appropriate altitude relative to lead (number 1) is crucial for safety and proper formation flying. Being 50 feet below number 1 is typically regarded as a good practice because it provides adequate vertical separation while still allowing the aircraft in the second position (the POM) to maintain visual contact and situational awareness. This altitude helps mitigate the risk of a controlled flight into terrain (CFIT) or a collision while rejoining, especially since the aircraft may be in a bank or turning, where altitude perception can be affected. The 50 feet of separation is enough to account for any potential turbulence caused by number 1's wake while still facilitating an efficient rejoin. Maintaining this specific altitude allows for flexibility in adjusting the rejoin without overcorrecting or risking an undesirable vertical position. Consequently, this altitude provides a balance between safe separation and effective formation integrity.

6. When will number 2 respond to a frequency change directive?

- A. When they hear "go channel xx"**
- B. When they feel ready to switch**
- C. When they confirm the directive with lead**
- D. Only when lead is in trouble**

The correct response to when number 2 should respond to a frequency change directive is when they hear "go channel xx." In formation flying, clear communication between pilots is crucial for maintaining safety and coordination. When the lead pilot issues a directive to change frequencies, it's an explicit command that number 2 is trained to follow immediately. This ensures that the entire formation can stay synchronized, allowing for effective communication and coordination as they maneuver. Choosing to switch frequencies only when feeling ready or waiting for confirmation with lead undermines the efficiency of the formation and could lead to communication gaps during critical moments. Additionally, responding to frequency changes only when lead is in trouble does not reflect the proactive communication and teamwork necessary in formation flying. The success of formation operations relies heavily on understanding and trusting directives as promptly as they are given.

7. What is expected from wing in terms of position during the formation flight?

- A. Maintain a loose, flexible position**
- B. Stay close to number 1 but not too close**
- C. Be in position and on frequency**
- D. Adjust position based on weather conditions**

In formation flight, the wingman is expected to maintain a specific position relative to the flight leader (referred to as number 1) while also communicating effectively. Being "in position" means that the wingman is flying in the designated area that has been agreed upon for safety and effectiveness. This ensures that the flight can maneuver cohesively and efficiently, enhancing the capabilities of the formation as a whole. Staying "on frequency" indicates that the wingman must be tuned into the correct communications frequency to receive instructions and provide updates, maintaining situational awareness. This is crucial for coordination, especially during maneuvers or changes in flight profile. Other considerations like staying flexible or adjusting based on weather conditions are important aspects of flying, but they don't capture the essence of the wingman's primary responsibilities during formation flight, which revolves around position and communication with the formation leader. Therefore, being in position and on frequency directly addresses the essential elements needed for successful and safe formation flying.

8. What should an aircraft squawk if it is NORDO with additional system malfunctions?

- A. 7500**
- B. 7600**
- C. 7700**
- D. 7800**

When an aircraft experiences a situation where it is non-operational radio (NORDO) and has additional system malfunctions, squawking 7700 is appropriate because this transponder code indicates an emergency situation. In aviation, squawking 7700 alerts air traffic control and other aircraft that the aircraft is experiencing an emergency, giving it priority in the airspace. This could include a variety of critical issues beyond simply losing radio communication, such as engine failure or other significant system malfunctions, making it vital for controllers and other pilots to be aware of the aircraft's distress. The other squawk codes serve different purposes: 7500 indicates a hijacking or unlawful interference, 7600 specifically signifies a failure of communication (NORDO) without indicating any additional problems, and 7800 is not a standard transponder code in the context of emergency communications. Thus, squawking 7700 is the most suitable for situations where multiple serious issues are present beyond communication failure.

9. How should number 2 communicate in the situation of a turn into number 2 during Lost Wingman procedures?

- A. Call for immediate landing**
- B. Request assistance from ATC**
- C. Direct to roll out and state they are lost wingman**
- D. Notify ground control**

In the situation of a turn into number 2 during Lost Wingman procedures, the correct course of action is for number 2 to direct to roll out and state they are the lost wingman. This communication is critical as it clearly conveys to both their wingman and any outside observers or air traffic control that they have lost visual and situational awareness of their flight lead. By directing to roll out, number 2 can stabilize their flight path, which is essential for maintaining safety and avoiding potential collisions. Stating they are the lost wingman ensures all parties involved are aware of the situation, thereby preventing misunderstandings and allowing for coordinated actions to be taken. This communication method adheres to established procedures that emphasize clarity and safety during a potentially stressful scenario. Options such as calling for immediate landing or requesting assistance from ATC, while potentially useful in different contexts, do not address the immediate need to stabilize the formation and reconnect with the flight lead. Notifying ground control is not relevant here, as the situation pertains to airborne operations and safety during flight, rather than ground activities. Thus, the most appropriate and effective response in this specific situation revolves around the actions outlined in the correct answer.

10. What is the minimum time for instrument trail procedures?

- A. 10 seconds**
- B. 15 seconds**
- C. 20 seconds**
- D. 30 seconds**

The minimum time for instrument trail procedures is 20 seconds. This duration is essential for maintaining safe separation between aircraft following one another in instrument conditions, where visibility may be limited, and pilots cannot rely on visual references to maintain proper spacing. The rationale behind the 20-second interval is to provide enough time for a trailing aircraft to react to any changes in the lead aircraft's flight path, speed, or altitude, thereby reducing the risk of wake turbulence encounters and ensuring overall situational awareness. This interval supports effective communications and allows for proper adjustments during maneuvers, contributing to a safer formation flight environment. In the context of training and procedures, adherence to this minimum time is critical for achieving safe and effective operations when flying in less-than-ideal conditions, ensuring both pilot and aircraft safety during instrument trail formations.

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://t6formationcheckride.examzify.com>

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

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