

T-6 PROPULSION, INSTRUMENTS, AND TRAINING (PIT) SYSTEMS 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. How long does it take to defuel the T-6A through the over the wing gravity refueling ports?**
 - A. Approximately 10 minutes
 - B. Approx. 5 seconds
 - C. It cannot be defueled via those ports
 - D. 15 minutes
- 2. What voltage does the generator in the T-6 provide?**
 - A. 24 VDC
 - B. 28 VDC
 - C. 32 VDC
 - D. 36 VDC
- 3. The range scale on the NAV 5 page indicates the distance from the aircraft to which location?**
 - A. Ground level
 - B. The nearest airport
 - C. Waypoints only
 - D. Top of the screen
- 4. The symbol next to the identifier flashes approximately _____ prior to reaching a direct to waypoint.**
 - A. 30 seconds
 - B. 24 seconds
 - C. 45 seconds
 - D. 36 seconds
- 5. The TAD maintains a takeoff trim setting until what airspeed in KIAS and no weight on wheels?**
 - A. 60
 - B. 80
 - C. 100
 - D. 120

6. What does a higher number on the AOA gauge scale indicate?

- A. Lower lift conditions
- B. Greater angle of attack
- C. Decreased speed
- D. Improved aerodynamic efficiency

7. What does the green ST READY light indicate during T-6A startup?

- A. The engine is off
- B. The engine is ready for operation
- C. The fuel system is malfunctioning
- D. The battery is charging

8. What is the role of the legs restraint during ejection?

- A. To prevent injury from the seat's ejection
- B. To keep the pilot's position stable
- C. To secure the pilot's helmet
- D. To ensure appropriate deployment of the parachute

9. Which of the following components is NOT operated by the primary hydraulic system?

- A. Nosewheel steering
- B. Flaps
- C. Rudder trim tab
- D. Landing gear

10. To which pumps does the motive flow line route fuel?

- A. Primary jet pump and transfer jet pumps
- B. Emergency fuel pump and auxiliary jet pumps
- C. Transfer fuel pump only
- D. Only to the primary jet pump

Answers

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

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Explanations

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1. How long does it take to defuel the T-6A through the over the wing gravity refueling ports?

- A. Approximately 10 minutes
- B. Approx. 5 seconds
- C. It cannot be defueled via those ports**
- D. 15 minutes

The T-6A cannot be defueled through the over the wing gravity refueling ports because these ports are specifically designed for refueling only, not for defueling. In normal operation, the aircraft is equipped with a fuel system that allows defueling through dedicated defueling ports located on the aircraft's fuselage. Defueling through the gravity refueling ports would be impractical and could lead to fuel system complications, spills, or other issues, which is why these ports are not used for that purpose. Understanding the design and function of the T-6A's fueling system is crucial for safe and efficient aircraft operation.

2. What voltage does the generator in the T-6 provide?

- A. 24 VDC
- B. 28 VDC**
- C. 32 VDC
- D. 36 VDC

The generator in the T-6 provides 28 VDC, which is a standard voltage commonly used in aviation systems for onboard electrical power. This voltage level is specifically chosen because it strikes a good balance between the power needs of various electrical components and the efficiency of the generator system. Most aircraft systems are designed to operate within this voltage range, allowing for compatibility with a wide array of avionics, instruments, and other electrical equipment onboard. The 28 VDC supply is essential for ensuring that all systems operate efficiently and reliably during flight operations.

3. The range scale on the NAV 5 page indicates the distance from the aircraft to which location?

- A. Ground level
- B. The nearest airport
- C. Waypoints only
- D. Top of the screen**

The range scale on the NAV 5 page indicates the distance from the aircraft to the top of the screen. This specific measurement helps pilots assess their distance relative to their planned route, relevant airspace, or navigation points. Understanding that the data is presented with the top of the screen being referenced is crucial for effective navigation and situational awareness during flight. The other options, while potentially related to navigation, do not accurately represent what the range scale signifies. Ground level and the nearest airport would not provide a reliable reference for gauging distance in relation to the flying route, and focusing solely on waypoints does not encompass the broader navigational context that the NAV 5 page is designed to provide. The top of the screen serves as a consistent reference point in the display for pilots.

4. The symbol next to the identifier flashes approximately _____ prior to reaching a direct to waypoint.

- A. 30 seconds
- B. 24 seconds
- C. 45 seconds
- D. 36 seconds**

The symbol next to the identifier flashing approximately 36 seconds prior to reaching a direct-to waypoint indicates the timing mechanism integrated within the aircraft's navigation system. This feature serves as a visual alert to the pilot, signaling that they are approaching the intended waypoint. The timing is designed to provide the pilot with sufficient notice to prepare for any necessary actions, such as adjusting course or preparing for descent. In navigation systems, this alert mechanism is crucial for situational awareness, ensuring pilots maintain proper flight management as they near waypoints. Being notified 36 seconds in advance allows for appropriate responses, enhancing safety and the efficiency of navigation.

5. The TAD maintains a takeoff trim setting until what airspeed in KIAS and no weight on wheels?

- A. 60
- B. 80**
- C. 100
- D. 120

The TAD, or Trim Aid Device, is designed to assist in maintaining the appropriate trim setting for the aircraft during the critical phases of flight. The system holds the takeoff trim until the aircraft reaches an airspeed of 80 KIAS (Knots Indicated Airspeed) with no weight on the wheels. This is crucial for ensuring that the aircraft remains properly trimmed for takeoff, thereby enhancing control and stabilization. At 80 KIAS, the aerodynamic forces acting on the aircraft become sufficient to require pilot input for further adjustments. The TAD's function is to simplify the pilot's workload during this phase by automatically adjusting the trim until that specific airspeed is reached, ensuring optimal performance and safety during takeoff. The choice of 80 KIAS is determined by safety and operational efficiency, as it provides a clear boundary for the transition from automatic to manual trim control.

6. What does a higher number on the AOA gauge scale indicate?

- A. Lower lift conditions
- B. Greater angle of attack**
- C. Decreased speed
- D. Improved aerodynamic efficiency

A higher number on the angle of attack (AOA) gauge scale indicates a greater angle of attack. The angle of attack refers to the angle between the chord line of the wing and the oncoming airflow. When this angle increases, it typically means that the aircraft is increasing its lift potential up to a certain limit. A greater angle of attack is essential during specific flight scenarios, such as slow flight or takeoff, where pilots aim to generate maximum lift. However, exceeding the critical angle of attack can lead to a stall, which is why pilots closely monitor the AOA gauge. In contrast, the other options do not accurately describe the implications of a higher AOA reading. While it is true that higher angles can be associated with slower speeds during certain maneuvers, the primary interpretation of an increased number on the AOA gauge is that the angle of attack itself is greater. This is crucial for understanding flight mechanics and effective aircraft operation.

7. What does the green ST READY light indicate during T-6A startup?

- A. The engine is off
- B. The engine is ready for operation**
- C. The fuel system is malfunctioning
- D. The battery is charging

The green ST READY light during the T-6A startup process indicates that the engine is ready for operation. This light serves as an important status indicator for the pilot, confirming that the necessary systems are functioning correctly and that the engine is prepared for the next phase of flight operations. When this light illuminates, it signals that everything is in order for the engine to be started, allowing for a safe startup sequence. The presence of this light helps ensure that crew members can confidently transition into the operational phase of the aircraft, as it reflects a state of readiness for the engine to perform as expected.

8. What is the role of the legs restraint during ejection?

- A. To prevent injury from the seat's ejection**
- B. To keep the pilot's position stable
- C. To secure the pilot's helmet
- D. To ensure appropriate deployment of the parachute

The role of the legs restraint during ejection is to prevent injury from the seat's ejection. When a pilot ejects from an aircraft, the forces involved can be significant, and the legs restraint is a critical safety feature designed to minimize the potential for injury during the ejection sequence. This restraint helps keep the pilot's legs in a controlled position, reducing the risk of impact with the seat or other components of the aircraft during the rapid ascent associated with ejection. The prevention of injury is vital, as ejections can subject a pilot to high g-forces and sudden movements. If the legs are not restrained, they can move unpredictably and increase the risk of fractures or other injuries upon ejection. Therefore, the legs restraint system is an essential component of the ejection seat design that directly contributes to the safety and effectiveness of the ejection process. While other options mention stability of the pilot's position, helmet security, and parachute deployment, these do not specifically address the critical function of the legs restraint, which primarily focuses on injury prevention during the ejection.

9. Which of the following components is NOT operated by the primary hydraulic system?

- A. Nosewheel steering
- B. Flaps
- C. Rudder trim tab**
- D. Landing gear

The rudder trim tab is the component that is not operated by the primary hydraulic system in the T-6 aircraft. In contrast, the other options—nosewheel steering, flaps, and landing gear—are all critical flight control systems that rely on the primary hydraulic system for their operation. The primary hydraulic system provides the necessary hydraulic pressure to actuate the landing gear, allowing it to retract and extend during flight. It also controls the flaps, which are essential for changing the aircraft's lift characteristics during takeoffs and landings. Additionally, the nosewheel steering, which enables precise control of the aircraft while taxiing, is another aspect of the hydraulic system's functionality. The rudder trim tab, however, is adjusted mechanically through cables and does not rely on hydraulic pressure for its operation. This distinction is important because it highlights the difference between the components powered by hydraulic systems and those that do not require hydraulic assistance for their functionality. Understanding this aspect is crucial for maintaining and operating the aircraft effectively.

10. To which pumps does the motive flow line route fuel?

- A. Primary jet pump and transfer jet pumps**
- B. Emergency fuel pump and auxiliary jet pumps**
- C. Transfer fuel pump only**
- D. Only to the primary jet pump**

The motive flow line is designed to route fuel to both the primary jet pump and the transfer jet pumps in the T-6 aircraft's fuel system. This configuration allows for effective fuel management by ensuring that fuel is directed to multiple locations where it can be utilized efficiently for engine operation. The primary jet pump plays a crucial role in maintaining fuel flow from the wing tanks to the engine, while the transfer jet pumps help move fuel between different tanks within the system, especially during flight maneuvers where fuel levels may vary. By routing fuel to both the primary and transfer jet pumps, the motive flow line ensures that the system has adequate fuel delivery and can respond effectively to the demands of flight. In contrast, the other options either limit the routing of fuel to a single point or do not encompass the necessary components that are part of the fuel system's operational requirements. This inclusion of multiple pumps in the correct answer underscores the importance of redundancy and flexibility in the fuel system design.

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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:

<https://t6pitsystems.examzify.com>

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

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