

T-6A TRANSITION CHECK PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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	15

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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. At what altitude should the slip be removed during an ELP?**
 - A. 200 feet AGL
 - B. 300 feet AGL
 - C. 400 feet AGL
 - D. 500 feet AGL
- 2. What is the minimum airspeed in the closed pattern for safe operations?**
 - A. 100 KIAS
 - B. 110 KIAS
 - C. 120 KIAS
 - D. 130 KIAS
- 3. What is the result of reversing the rudder direction during a steady state spin?**
 - A. Increased altitude loss
 - B. Stabilization of the spin
 - C. Spin in the opposite direction
 - D. Recovery from the spin
- 4. When establishing in the pattern after canceling IFR, what squawk should be set?**
 - A. 1200 initially, then change to 1234
 - B. 1300
 - C. 4301
 - D. 1500
- 5. Which of the following statements is true regarding the rudder trim aid device?**
 - A. It only considers altitude for its computations
 - B. It computes the trim based on engine torque, altitude, airspeed, and pitch rate
 - C. It operates independently of flight conditions
 - D. It solely relies on airspeed

- 6. What is the minimum separation between aircraft on the runway when landing at night behind a dissimilar aircraft?**
- A. 4,000 feet
 - B. 5,000 feet
 - C. 6,000 feet
 - D. 7,000 feet
- 7. What is the maximum time limit for maintaining a bank angle of 30 degrees with ice accumulation?**
- A. 10 seconds
 - B. 60 seconds
 - C. 90 seconds
 - D. 30 seconds
- 8. What happens if the PMU aborts an engine start?**
- A. It automatically restarts the engine
 - B. It indicates an engine failure
 - C. Subsequent starts should not be attempted
 - D. The checklists should be reviewed
- 9. What is the relationship between proper approach speed and stall speed in the T-6A?**
- A. 1.1 times the stall speed
 - B. 1.2 times the stall speed
 - C. 1.3 times the stall speed
 - D. 1.4 times the stall speed
- 10. Which item is automatically shed when the GEN annunciator illuminates?**
- A. Landing gear
 - B. The Air Conditioning
 - C. Navigation lights
 - D. Wing flaps

Answers

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

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Explanations

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1. At what altitude should the slip be removed during an ELP?

- A. 200 feet AGL
- B. 300 feet AGL**
- C. 400 feet AGL
- D. 500 feet AGL

Removing the slip at 300 feet AGL (Above Ground Level) during an Engine Failure with a Glide in the T-6A is critical for ensuring a smooth and controlled landing. At this altitude, pilots have enough time to assess their landing environment and make any necessary adjustments to their flight path. The timing is crucial because at this stage of the Emergency Landing Pattern (ELP), the aircraft is transitioning from a controlled glide towards the landing site. Removing the slip helps optimize the aircraft's performance, allowing for improved airspeed management, reduced drag, and better control of the descent rate. By removing the slip at this altitude, pilots can ensure the aircraft is properly configured for landing, which enhances safety and increases the likelihood of a successful outcome during an emergency landing scenario. This altitude provides a balance between allowing sufficient reaction time while minimizing the potential for disruption in the descent profile, which is vital for a successful recovery and landing.

2. What is the minimum airspeed in the closed pattern for safe operations?

- A. 100 KIAS
- B. 110 KIAS
- C. 120 KIAS**
- D. 130 KIAS

The minimum airspeed in the closed pattern for safe operations is set at 120 KIAS because this speed ensures adequate control responsiveness and stability during maneuvering. Operating at this airspeed helps prevent stalls, which can occur if the aircraft slows down too much while performing turns, descents, or other maneuvers in the traffic pattern. Additionally, maintaining a minimum airspeed of 120 KIAS gives pilots sufficient margin for error when transitioning to different flight phases, such as go-arounds or sudden changes in flight path due to traffic or environmental factors. This airspeed balances the need for responsiveness with safety requirements during critical phases of flight, which is vital in training and operational contexts.

3. What is the result of reversing the rudder direction during a steady state spin?

- A. Increased altitude loss
- B. Stabilization of the spin
- C. Spin in the opposite direction**
- D. Recovery from the spin

Reversing the rudder direction during a steady state spin results in a spin in the opposite direction. This is because the rudder's primary function is to control the yaw of the aircraft, and by applying rudder opposite to the direction of the spin, you are effectively attempting to counteract the yawing motion that is sustaining the spin. The aerodynamic forces acting on the aircraft will cause it to respond to this change in rudder input, thus initiating a spin in the opposite direction. In a steady state spin, the aircraft is already subject to a high angle of attack and a significant amount of yaw. When the rudder is reversed, it disrupts the equilibrium of forces and can induce a change in rotation, resulting in a spin that goes in the opposite direction. Understanding this dynamic is crucial for spin recovery procedures in flight training, as it helps aviators comprehend the effects of control inputs during such critical maneuvers.

4. When establishing in the pattern after canceling IFR, what squawk should be set?

- A. 1200 initially, then change to 1234
- B. 1300
- C. 4301**
- D. 1500

When establishing in the pattern after canceling IFR, the correct squawk code to set is 4301. This specific code is typically assigned to VFR traffic operating in the vicinity of an airport that may be engaged in pattern work. It's important for visual flight rules (VFR) traffic to use the appropriate squawk codes to enhance situational awareness and facilitate communication with Air Traffic Control (ATC). Setting squawk 4301 allows ATC to effectively identify and track VFR aircraft, helping to maintain safety in the busy airspace around the airport. In contrast, other squawk codes such as 1200, 1300, or 1500 are commonly used for standard VFR operations or other specific purposes but do not serve the purpose of indicating an aircraft in the traffic pattern as effectively as 4301 does.

5. Which of the following statements is true regarding the rudder trim aid device?

- A. It only considers altitude for its computations
- B. It computes the trim based on engine torque, altitude, airspeed, and pitch rate**
- C. It operates independently of flight conditions
- D. It solely relies on airspeed

The statement indicating that the rudder trim aid device computes the trim based on engine torque, altitude, airspeed, and pitch rate is accurate because it highlights the comprehensive nature of the device's function. The rudder trim aid device is designed to help manage the aircraft's rudder trim by taking into account various factors that influence yaw and stability during flight. Engine torque, which can vary depending on power settings and engine performance, plays a significant role in determining the amount of rudder trim needed to counteract the yawing moment induced by the propeller. Additionally, altitude and airspeed affect the aerodynamic characteristics of the aircraft, influencing how much rudder input is required for balanced flight. The pitch rate, which indicates whether the aircraft is climbing or descending, can also require adjustments to the rudder trim for optimal handling. By integrating these multiple parameters, the rudder trim aid device enhances flight stability and pilot control, particularly during maneuvers and varying flight conditions. This multifaceted approach reflects the complexity of flying and the need for accurate trim adjustments based on real-time data.

6. What is the minimum separation between aircraft on the runway when landing at night behind a dissimilar aircraft?

- A. 4,000 feet
- B. 5,000 feet
- C. 6,000 feet**
- D. 7,000 feet

The correct answer is based on regulations regarding wake turbulence separation, particularly at night when visibility and the ability to visually assess the runway environment may be significantly reduced. When landing behind a dissimilar aircraft, which refers to an aircraft of a different size category (such as a large transport aircraft, a smaller general aviation aircraft, etc.), it is crucial to ensure adequate separation distance to mitigate the risk of encountering wake turbulence, which can be more hazardous in low visibility conditions. In this case, a minimum separation of 6,000 feet provides a sufficient margin to account for the potential impact of wake turbulence generated by the aircraft ahead. This amount of separation allows for a safer landing approach, ensuring that the following aircraft remains at a safe distance from the turbulence created by the leading aircraft. This is particularly emphasized at night, where visual cues are diminished and the effects of wake turbulence may be harder to predict or manage. The other distances listed, while not applicable as the correct choice for night operations behind dissimilar aircraft, could refer to different scenarios such as daytime operations or among similar aircraft. Therefore, the 6,000 feet requirement reflects a conservative and safety-focused approach to aircraft separation during nighttime landings.

7. What is the maximum time limit for maintaining a bank angle of 30 degrees with ice accumulation?

- A. 10 seconds
- B. 60 seconds
- C. 90 seconds
- D. 30 seconds**

The maximum time limit for maintaining a bank angle of 30 degrees with ice accumulation is 30 seconds. This is critical information for pilots operating in conditions where ice may form on the aircraft. The presence of ice affects the aerodynamic properties of the aircraft, such as lift and drag, which means that steep bank angles can lead to a higher risk of stalling or losing control. Maintaining a bank angle of 30 degrees for longer than the specified time can increase the likelihood of these adverse effects, particularly if the aircraft's performance is degraded due to the added weight and altered shape of ice accumulation on the wings and control surfaces. Therefore, the 30-second limit serves to mitigate the risks associated with reduced performance and loss of control that could arise from prolonged banking in icy conditions. Understanding this limitation is essential for ensuring pilot safety and effective aircraft handling when encountering ice.

8. What happens if the PMU aborts an engine start?

- A. It automatically restarts the engine
- B. It indicates an engine failure
- C. Subsequent starts should not be attempted**
- D. The checklists should be reviewed

When the PMU (Power Management Unit) aborts an engine start, it indicates that the system has detected an abnormal condition during the start-up procedure. In this scenario, it is crucial to understand that subsequent attempts to start the engine should not be executed immediately. This is because the PMU's decision to abort is a protective measure designed to prevent potential damage to the engine or associated systems. After an abort, pilots must follow proper procedures, which generally include consulting checklists or specific operational protocols to troubleshoot the reason for the abort before making any further attempts. Therefore, taking the time to review checklists ensures that any identified issues are addressed, and all checklists are comprehensively reviewed to maintain safety and operational integrity. The reason for not attempting another start immediately is to avoid exacerbating any underlying problems that may exist, which could lead to a more severe failure or hazardous situation.

9. What is the relationship between proper approach speed and stall speed in the T-6A?

- A. 1.1 times the stall speed
- B. 1.2 times the stall speed
- C. 1.3 times the stall speed**
- D. 1.4 times the stall speed

The relationship between proper approach speed and stall speed in the T-6A is critical for ensuring safe flight operations, particularly during landing phases. The correct answer indicates that the proper approach speed is set at 1.3 times the stall speed. This margin provides a safety buffer above the stall speed, which is essential for maintaining control of the aircraft as it descends and prepares to land. This approach speed allows for the necessary operational cushion that prevents the aircraft from inadvertently getting too close to stall conditions, particularly in the event of sudden changes in configuration, power adjustments, or atmospheric disturbances. By flying at 1.3 times the stall speed, pilots can confidently manage their approach while ensuring they have adequate airspeed for safe handling and response to any unexpected situations. Proper training and adherence to these speed guidelines are crucial, as they help minimize risks associated with stall and provide the necessary stability and control during critical phases of flight.

10. Which item is automatically shed when the GEN annunciator illuminates?

- A. Landing gear
- B. The Air Conditioning**
- C. Navigation lights
- D. Wing flaps

When the GEN annunciator illuminates, indicating a failure in the aircraft's generator system, the air conditioning system is automatically shed. This is a critical safety feature designed to conserve battery power and ensure that essential systems remain operational when electrical supply is compromised. By shutting down the air conditioning, the aircraft can redirect available electrical power to maintain vital instruments and systems, such as avionics and essential lighting, enabling continued control and navigation of the aircraft. The landing gear, navigation lights, and wing flaps, while important, are not automatically shed in response to a generator failure. Protection of the air conditioning system in this scenario reflects an understanding of prioritizing power allocation to maintain flight safety.

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://t6atranscheck.examzify.com>

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

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