T-6B Primary Flight Training – Contact Stage 1 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. Don't worry about getting everything right, 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, and take breaks to retain information better.

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.

7. Use Other Tools

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

1. **Which of the following IS NOT procedurally correct when conducting the power-off-stall (ELP stall) maneuver starting ABOVE 150KIAS?**

   A. Reduce power to 4-6% torque after completing the THREE C's

   B. Begin decelerating towards best glide speed

   C. Establish in a 125 glide with a VSI of 1350-1500 fpm

   D. Roll wings level immediately after completing the THREE C's

2. **When initiating a climb or descent, what is a key transitional action required?**

   A. Reducing altitude immediately

   B. Increasing speed for better control

   C. Monitoring engine performance closely

   D. A and C are correct

3. **Is the statement "The rudder trim is usually applied first because a correction for yaw precipitates a change in the trim setting for pitch and roll" true or false?**

   A. True

   B. False

   C. Partially true

   D. Depends on the situation

4. **What is the torque setting during the slow flight maneuver with landing flaps?**

   A. 30%

   B. 40%

   C. 45%

   D. 50%

5. **Using the cruise-to-climb transition, what is the nose attitude for a normal climb greater than 1000 feet?**

   A. 5-10° nose high

   B. 8-12° nose high

   C. 12-15° nose high

   D. 15-20° nose high

6. How many KIAS is maintained during normal cruise before initiating a level speed change?

A. 150 KIAS

B. 170 KIAS

C. 200 KIAS

D. 230 KIAS

7. How should a change in control of the aircraft be initiated?

A. Using hand signals

B. By a positive exchange; "controls"

C. By verbal confirmation only

D. Through visual acknowledgment

8. In attitude flying, airplane control involves which four components?

A. Speed, bank, yaw, and power

B. Pitch, bank, yaw, and power

C. Pitch, roll, yaw, and altitude

D. Power, pitch, speed, and roll

9. What should be done with the power control lever (PCL) if recovering from an incipient spin?

A. Leave it at maximum power

B. Set it to idle

C. Adjust it to cruise power settings

D. Apply full power to stabilize the aircraft

10. When do you initiate the recovery during the landing pattern (approach turn) stall maneuver?

A. At a constant altitude

B. When maintaining airspeed

C. Stick shaker or airframe buffet, whichever comes first

D. At the start of the turn

Answers

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

Explanations

1. Which of the following IS NOT procedurally correct when conducting the power-off-stall (ELP stall) maneuver starting ABOVE 150KIAS?

A. Reduce power to 4-6% torque after completing the THREE C's

B. Begin decelerating towards best glide speed

C. Establish in a 125 glide with a VSI of 1350-1500 fpm

D. Roll wings level immediately after completing the THREE C's

The process for conducting a power-off stall, particularly from a speed above 150 KIAS, involves several key steps to ensure the maneuver is completed correctly and safely. After completing the THREE C's (climb, configuration, and checklist), reducing the power to 4-6% torque is a procedural step that might not be appropriate when starting from above 150 KIAS. This is because such a power reduction may not be sufficient to initiate a proper descent, especially when transitioning from a high-speed environment. Engaging in a gradual power reduction allows for controlled deceleration and ensures that the aircraft is configured appropriately for a glide. A reduction to only 4-6% torque can lead to insufficient energy management, which may cause a rushed maneuver or an unforeseen stall onset without adequate airspeed and altitude management. The remaining steps, such as decelerating towards best glide speed, establishing a glide at 125 KIAS with a vertical speed indicator (VSI) of 1350-1500 fpm, and rolling wings level immediately after completing the THREE C's, are fundamentally sound for carrying out the power-off stall. These steps ensure that the aircraft is correctly configured and within the appropriate flight parameters to safely execute the stall maneuver.

2. When initiating a climb or descent, what is a key transitional action required?

A. Reducing altitude immediately

B. Increasing speed for better control

C. Monitoring engine performance closely

D. A and C are correct

When initiating a climb or descent in aviation, it's essential to consider multiple aspects of aircraft performance and control. Monitoring engine performance closely is crucial because it provides the pilot with real-time data on efficiency, power output, and potential issues as the aircraft changes altitude. A well-functioning engine is vital for ensuring that the aircraft responds appropriately during these transitions. Additionally, reducing altitude immediately may seem counterintuitive; however, initiating a descent involves managing airspeed and thrust before changing altitude significantly. This careful adjustment helps ensure a smooth transition. Therefore, both monitoring engine performance and managing altitude changes (implying careful control rather than immediate altitude reduction) are key transitional actions when climbing or descending. Hence, when considering the need for both engine performance oversight and managing altitude changes reasonably, the combination of these actions becomes crucial in executing a proper climb or descent.

3. Is the statement "The rudder trim is usually applied first because a correction for yaw precipitates a change in the trim setting for pitch and roll" true or false?

A. True

B. False

C. Partially true

D. Depends on the situation

The statement is true because when flying, particularly in a multi-axis environment, yaw can significantly influence an aircraft's overall stability. Applying rudder trim first is a common practice, especially if the aircraft is experiencing a yawing tendency due to asymmetrical thrust or some other factor. By correcting for yaw, you help to maintain coordinated flight, which is crucial for both efficiency and safety. When yaw is corrected, it tends to stabilize the aircraft's behavior in roll and pitch, as uncoordinated flight often leads to unwanted changes in these axes. If the yaw is not addressed initially, it can lead to additional pitch and roll adjustments that complicate the flight. Hence, starting with rudder trim simplifies the task of maintaining control and allows for more stable adjustments. The other options suggest varying perspectives on the statement's truthfulness but do not align with the established practice of prioritizing yaw corrections to maintain stable flight and minimize further issues with pitch and roll.

4. What is the torque setting during the slow flight maneuver with landing flaps?

A. 30%

B. 40%

C. 45%

D. 50%

The correct torque setting during the slow flight maneuver with landing flaps is 45%. This setting is crucial for maintaining the necessary control and performance characteristics during this specific flight maneuver. When the aircraft is configured for slow flight with landing flaps extended, operating at 45% torque allows pilots to achieve a stable configuration while ensuring sufficient lift and minimizing drag. This torque level supports maintaining a slower airspeed while still allowing the pilot to manage the aircraft's energy state effectively. It enables effective handling and responsiveness, which is critical during slow flight where the aircraft is close to stall speed. Optimal torque setting is crucial in these scenarios to ensure safety and precision in both training and operational environments.

5. Using the cruise-to-climb transition, what is the nose attitude for a normal climb greater than 1000 feet?

A. 5-10° nose high

B. 8-12° nose high

C. 12-15° nose high

D. 15-20° nose high

In a normal climb greater than 1000 feet, the appropriate nose attitude is typically 12-15° nose high. This specific angle allows for an effective climb performance, optimizing the aircraft's lift while maintaining sufficient airflow over the wings. When climbing at this attitude, the aircraft achieves a balance between gaining altitude and ensuring that the climb rate is efficient enough to avoid excess drag, which could compromise performance. This nose attitude supports maintaining control of the aircraft while ensuring that speed is managed properly. Each of the other options represents a different range of nose attitudes, which may not provide the optimal performance characteristics required for climbing significantly above 1000 feet. Such adjustments could lead to inefficient climbs or difficulty in maintaining the desired performance criteria for this phase of flight.

6. How many KIAS is maintained during normal cruise before initiating a level speed change?

A. 150 KIAS

B. 170 KIAS

C. 200 KIAS

D. 230 KIAS

In the T-6B, maintaining 200 KIAS during normal cruise before initiating a level speed change is standard. This speed facilitates a balance between aerodynamic efficiency and control responsiveness when preparing to change speed or configuration. Flying at 200 KIAS provides an optimal operating speed that allows for effective handling and maneuverability, crucial when transitioning to different flight phases. The aircraft's design is such that this speed helps in achieving a smooth transition through changes in configuration, such as extending flaps or landing gear, while also ensuring instruments and controls remain within their operational limits. Choosing a speed that is too low can lead to difficulties in maintaining control or responding to sudden changes in flight dynamics, while excessively high speeds may hinder the aircraft's response and increase fuel consumption unnecessarily. Thus, the selection of 200 KIAS as the cruise speed aligns with the aircraft's operational parameters for efficient flight training and operations.

7. How should a change in control of the aircraft be initiated?

A. Using hand signals

B. By a positive exchange; "controls"

C. By verbal confirmation only

D. Through visual acknowledgment

Initiating a change in control of the aircraft by using a positive exchange—communicating with the phrase "controls"—is crucial for ensuring that both pilots are aware of who is in command at any given moment. This method enhances safety by eliminating ambiguity and confirming the transition of control. When one pilot announces "controls," it signals to the other pilot that they are ceding control, prompting the second pilot to respond with "you have controls." This two-way communication reinforces situational awareness and provides a clear and unmistakable transition of responsibility, reducing the potential for miscommunication during flight operations. Hand signals, while useful in some contexts, can be less effective in an environment where clear verbal communication is essential. Verbal confirmation alone can create uncertainty if it lacks the structured approach of a positive exchange. Visual acknowledgment similarly does not guarantee the mutual understanding that comes with the explicit exchange of control commands. Thus, utilizing a positive exchange with clear verbal cues is the most effective and safest method to initiate a change in aircraft control.

8. In attitude flying, airplane control involves which four components?

A. Speed, bank, yaw, and power

B. Pitch, bank, yaw, and power

C. Pitch, roll, yaw, and altitude

D. Power, pitch, speed, and roll

The correct choice encompasses four essential components of airplane control during attitude flying: pitch, bank, yaw, and power. Pitch refers to the nose orientation of the aircraft, which is crucial for ascending or descending. Monitoring pitch allows pilots to maintain the desired altitude and manage the aircraft's climb or descent profiles effectively. Bank is related to the aircraft's roll and is important for turning. A proper bank angle helps in executing coordinated turns and maintaining control during such maneuvers. Yaw is the side-to-side movement of the aircraft's nose and is critical for steering. Controlling yaw ensures that the aircraft stays on a desired flight path and prevents adverse yaw during turns. Power is vital for controlling the airplane's airspeed and rate of climb or descent. Adjusting the throttle provides the necessary thrust to either gain or reduce speed, which directly influences the aircraft's overall performance and reaction to the pitch, bank, and yaw adjustments. Understanding and managing these components is fundamental for pilots in maintaining control over the aircraft during flight, ensuring safety and efficiency in maneuvering through various flight conditions.

9. What should be done with the power control lever (PCL) if recovering from an incipient spin?

A. Leave it at maximum power

B. Set it to idle

C. Adjust it to cruise power settings

D. Apply full power to stabilize the aircraft

Setting the power control lever (PCL) to idle when recovering from an incipient spin is critical for effective spin recovery. In this situation, reducing power helps to minimize any additional aerodynamic effects that can exacerbate the spin. When the PCL is at idle, it reduces the thrust produced by the engine, which decreases the torque effect that can contribute to the spinning motion. Furthermore, during a spin recovery maneuver, the primary focus is on reducing the angle of attack and applying the appropriate control inputs to return the aircraft to controlled flight. By setting the PCL to idle, the pilot is better positioned to manage the aircraft's flight path without the added complication of engine thrust potentially increasing the spin rate. While other options might seem like viable strategies in different scenarios, they do not align with the proper procedures for spin recovery in the T-6B. For instance, maintaining maximum power would increase torque and complicate recovery efforts, whereas adjusting to cruise power settings may not provide the immediate responsiveness needed during this critical phase of flight.

10. When do you initiate the recovery during the landing pattern (approach turn) stall maneuver?

A. At a constant altitude

B. When maintaining airspeed

C. Stick shaker or airframe buffet, whichever comes first

D. At the start of the turn

The correct answer emphasizes the critical safety concept of recognizing and responding to aerodynamic stalls. In the context of the landing pattern, specifically during the approach turn, you should initiate recovery from the stall when you experience either the stick shaker or airframe buffet. These sensations are clear indicators that the aircraft is entering a stall condition, characterized by a loss of lift due to excessive angle of attack. Understanding this recovery point is vital for maintaining control of the aircraft and ensuring a safe maneuver. The stick shaker provides a pre-stall warning, while the buffet serves as a confirmation that a stall is imminent or has already begun. Initiating recovery at this stage is crucial because delaying action could transition the flight into a full stall, which may compromise safety. Maintaining constant altitude or airspeed or initiating recovery at the start of the turn are not appropriate timings for the recovery action during a stall. The priority should always be to respond to the stall warning indications to ensure that the aircraft is controlled and can safely return to a non-stalled condition.

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://t6bcontactstage1.examzify.com

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