

T-6B PRIMARY FLIGHT TRAINING – CONTACT STAGE 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. Is the formula "power + attitude = perfection" accurate for developing solid flying skills?**
 - A. True
 - B. False
 - C. Only in advanced training
 - D. Depends on the instructor
- 2. What is the primary concern when adjusting to an unexpected altitude gain?**
 - A. Maintaining a steady climb
 - B. Regaining level flight attitude
 - C. Ensuring compliance with air traffic control
 - D. Checking external conditions
- 3. What is the primary objective of the slow flight maneuver?**
 - A. To develop your ability to fly under low visibility conditions
 - B. To develop your ability to fly the aircraft in a near stalled condition
 - C. To practice emergency landing procedures
 - D. To learn how to manage fuel efficiency while flying
- 4. What mainly influences the stability of the aircraft during turns?**
 - A. Bank angle
 - B. Throttle position
 - C. Weight distribution
 - D. Wind conditions
- 5. Before entering or exiting the airplane, what safety measure must be taken regarding the ejection seat?**
 - A. Install the safety pin
 - B. Activate the ejection seat
 - C. Remove the seatbelt
 - D. Check the fuel level

- 6. In a level speed change, what is flown after the no flap configuration?**
- A. Normal cruise
 - B. Landing flap configuration
 - C. Slow cruise
 - D. Excursion
- 7. The level speed change (LSC) can be commenced on any assigned heading at what speed?**
- A. 180 KIAS
 - B. 200 KIAS
 - C. 220 KIAS
 - D. 150 KIAS
- 8. Which sensory sensitivity helps indicate a decrease in speed or settling of the airplane?**
- A. Vision
 - B. Auditory
 - C. Kinesthesia
 - D. Touch
- 9. Which of the following factors contributes to the aircraft's yawing tendency?**
- A. Propeller torque
 - B. Weight distribution
 - C. Wind effects
 - D. All of the above
- 10. Which of the following statements is false regarding bingo fuel?**
- A. Bingo fuel is established at critical points
 - B. Bingo fuel is at which recovery should be initiated
 - C. Bingo fuel is typically pre-planned
 - D. Bingo fuel is checked after takeoff only

Answers

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

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Explanations

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1. Is the formula "power + attitude = perfection" accurate for developing solid flying skills?

- A. True
- B. False**
- C. Only in advanced training
- D. Depends on the instructor

The formula "power + attitude = perfection" emphasizes the relationship between engine power and aircraft attitude to achieve optimal performance during flight. While the sentiment encourages pilots to consider both power management and aircraft orientation, it is not a comprehensive guideline on its own. Effective flying skills require a more nuanced understanding of various factors beyond just power and attitude. The dynamics of flight are influenced by a multitude of elements, including airspeed, configuration, environmental conditions, and the specific flight maneuvers being executed. Focusing solely on power and attitude may lead pilots to neglect critical aspects such as coordination, situational awareness, and adherence to standard operating procedures, which are all essential for safe and proficient flying. Therefore, the idea that this formula alone leads to perfection in flying practice is misleading. It is a simplification that doesn't account for the complexity of piloting an aircraft, thereby supporting the notion that the formula is not accurate for developing solid flying skills.

2. What is the primary concern when adjusting to an unexpected altitude gain?

- A. Maintaining a steady climb
- B. Regaining level flight attitude**
- C. Ensuring compliance with air traffic control
- D. Checking external conditions

When adjusting to an unexpected altitude gain, the primary concern is regaining level flight attitude. This focus is essential for maintaining control of the aircraft and ensuring that it is in a stable state of flight. An unexpected altitude gain can potentially lead to flight instabilities, and regaining level flight allows the pilot to assess the situation properly and make informed decisions going forward. By returning the aircraft to a level flight attitude, pilots can ensure that they are not inadvertently climbing further or entering a situation that could lead to stalls or other flight issues. In this context, regaining control and stabilizing the aircraft is of utmost priority, allowing the pilot to address any other necessary actions, such as communicating with air traffic control or assessing external conditions, once stability is restored.

3. What is the primary objective of the slow flight maneuver?

- A. To develop your ability to fly under low visibility conditions
- B. To develop your ability to fly the aircraft in a near stalled condition**
- C. To practice emergency landing procedures
- D. To learn how to manage fuel efficiency while flying

The primary objective of the slow flight maneuver is to develop your ability to fly the aircraft in a near stalled condition. This maneuver helps pilots understand the aircraft's handling characteristics close to its stall speed, including how the controls respond and how to effectively manage the aircraft in that critical flight regime. Practicing slow flight enables pilots to recognize the warning signs of an impending stall, such as changes in aerodynamic control effectiveness, and helps them learn how to maintain control without exceeding the critical angle of attack. This understanding is crucial for safe flight operations, particularly during takeoff, landing, and other low-speed scenarios where the risk of a stall is heightened. The other options do not encapsulate the primary focus of the slow flight maneuver effectively. For instance, while managing fuel efficiency is important in overall flight operations, it is not a specific goal of the slow flight maneuver. Similarly, while developing skills for low visibility and practicing emergency landing procedures are important aspects of pilot training, they are not the primary objectives of slow flight. The main takeaway is that slow flight aims to enhance pilot proficiency in managing the aircraft as it approaches the edge of controlled flight, thereby fostering better situational awareness and safety.

4. What mainly influences the stability of the aircraft during turns?

- A. Bank angle**
- B. Throttle position
- C. Weight distribution
- D. Wind conditions

The primary factor influencing the stability of an aircraft during turns is the bank angle. When an aircraft banks to initiate a turn, the angle at which it is tilted affects both the lift generated and the aerodynamic forces acting on the aircraft. A larger bank angle increases the total lift required to counteract both the weight of the aircraft and provide the necessary horizontal lift to turn. This creates a scenario where the aircraft must work harder to maintain altitude and speed, influencing its stability during the maneuver. In addition, the dynamics of the turn involve how the aircraft responds to inputs from the pilot. A steep bank can lead to increased yaw sensitivity and a higher likelihood of adverse yaw, which can destabilize the aircraft if not properly managed. Therefore, understanding and controlling the bank angle is crucial for maintaining stability and ensuring a smooth, coordinated turn. While other factors like throttle position, weight distribution, and wind conditions can impact overall performance and handling characteristics, they are secondary influences regarding stability specifically during a turn. The bank angle is the most direct contributor to how stable the aircraft remains while executing the maneuver.

5. Before entering or exiting the airplane, what safety measure must be taken regarding the ejection seat?

- A. Install the safety pin**
- B. Activate the ejection seat
- C. Remove the seatbelt
- D. Check the fuel level

Installing the safety pin in the ejection seat is an essential safety measure that must be taken before entering or exiting the airplane. The safety pin acts as a physical lock that prevents the inadvertent activation of the ejection seat mechanism. This is crucial because if the ejection seat were to activate unexpectedly, it could result in severe injury or even death to the pilot. By ensuring the safety pin is installed, the pilot can safely enter and exit the aircraft without the risk of an accidental ejection. In contrast, activating the ejection seat is a procedure that should never be done unless there is an emergency situation requiring immediate egress from the aircraft. Removing the seatbelt is not a precaution taken for safety when entering or exiting the airplane, as it should remain fastened until the pilot is ready to exit safely. Checking the fuel level, while important for flight preparation, does not directly relate to the immediate safety measures concerning the ejection seat.

6. In a level speed change, what is flown after the no flap configuration?

- A. Normal cruise
- B. Landing flap configuration**
- C. Slow cruise
- D. Excursion

In a level speed change maneuver, the sequence of configurations is crucial for understanding how to manage aircraft performance during different phases of flight. After establishing a no flap configuration, transitioning to a landing flap configuration allows the pilot to control descent profiles effectively while preparing for approaches and landing scenarios. Using landing flaps reduces stall speed and increases lift, which is essential when preparing for lower speed operations closer to the ground. It enhances the aircraft's ability to maintain controlled flight at slower speeds, thus improving safety and handling characteristics when approaching landing. This gradual shift from no flap to landing flap during the speed change is vital in practice since it demonstrates the effective use of aircraft systems and enhances pilot proficiency in managing different flight envelopes. The other options don't reflect the critical phase of reducing speed while preparing for landing. Normal cruise and slow cruise are not as relevant to the context of transitioning configurations in a level speed change. Excursion does not apply here as it typically refers to a deviation from normal flight paths or maneuvers.

7. The level speed change (LSC) can be commenced on any assigned heading at what speed?

- A. 180 KIAS
- B. 200 KIAS**
- C. 220 KIAS
- D. 150 KIAS

The correct answer of 200 KIAS is significant because this speed represents a balance between operational safety and performance characteristics of the T-6B. Commencing the level speed change at 200 KIAS allows pilots to effectively transition from a clean configuration to a lower airspeed while maintaining a stable flight profile. This speed is also optimal for executing a variety of maneuvering and increases control responsiveness without exceeding the aircraft's aerodynamic limits. Beginning the level speed change at this specific airspeed enables pilots to more efficiently manage the aircraft's energy state during the maneuver, reducing the risk of unwanted altitude changes or variations in airspeed that could complicate the operation. It is essential for pilots to understand the importance of initiating the level speed change at this speed to ensure a smooth and controlled transition, which is crucial during practice stages where precision and skill development are emphasized.

8. Which sensory sensitivity helps indicate a decrease in speed or settling of the airplane?

- A. Vision
- B. Auditory
- C. Kinesthesia**
- D. Touch

The correct choice relates to kinesthesia, which is the body's ability to sense movement and position. This sensory system helps pilots detect changes in speed and orientation of the aircraft through the sensations in their muscles and joints. When an airplane is slowing down or settling into a descent, pilots may not see obvious visual indicators immediately, nor will they necessarily hear anything distinct that reflects the aircraft's speed. Instead, the perception of body movement, which kinesthesia provides, allows pilots to feel changes in acceleration or deceleration. This internal sense is critical for maintaining awareness of the aircraft's performance and responding appropriately to changes in flight conditions.

9. Which of the following factors contributes to the aircraft's yawing tendency?

- A. Propeller torque
- B. Weight distribution
- C. Wind effects
- D. All of the above**

The correct choice indicates a comprehensive understanding of the factors that contribute to an aircraft's yawing tendency. Yaw refers to the rotation of an aircraft around its vertical axis, and several elements can influence this motion. Propeller torque is significant because as the engine produces thrust, it also generates a counteracting rotational force on the aircraft's airframe. This torque can cause the aircraft to yaw toward the opposite direction of the propeller's rotation. Weight distribution plays a crucial role as well. An uneven distribution of weight across the aircraft can lead to asymmetrical forces acting on the aircraft during flight, which can promote yawing in the direction where more weight is concentrated. Wind effects, such as crosswinds, can also induce yaw. When the aircraft is exposed to winds coming from the side, it may cause the aircraft to yaw away from the direction the wind is coming from, requiring the pilot to apply corrective rudder input to maintain coordinated flight. By recognizing that all these factors contribute to the aircraft's tendency to yaw, the answer captures a holistic view of the dynamics at play. Each element interacts with the aircraft in a way that influences its balance and direction, making 'all of the above' the most accurate response.

10. Which of the following statements is false regarding bingo fuel?

- A. Bingo fuel is established at critical points
- B. Bingo fuel is at which recovery should be initiated
- C. Bingo fuel is typically pre-planned
- D. Bingo fuel is checked after takeoff only**

Bingo fuel is a critical concept in aviation that designates the minimum fuel level at which a pilot should begin a return to a designated recovery point, such as an airfield or landing zone. The purpose of bingo fuel is to ensure that there is enough fuel for a safe return, taking into account the fuel required for the flight back as well as any reserve needed for landing. The statement about bingo fuel being established at critical points is true; pilots typically set bingo fuel levels based on various factors such as distance to destination, expected weather conditions, and air traffic considerations. Furthermore, bingo fuel is fundamentally a pre-planned aspect of flight operations, ensuring that pilots have a clear understanding of when it is necessary to return. The choice concerning when bingo fuel checks occur is also a key operational principle. While pilots may check fuel levels before takeoff and track consumption during the flight, bingo fuel is not a status that is only checked after takeoff. Fuel management and situational awareness are ongoing processes throughout the entire flight, making periodic checks essential to ensure safety and compliance with bingo fuel protocols. Therefore, the statement that bingo fuel is checked after takeoff only misrepresents the necessity for continuous monitoring during a flight, making it the false statement in this

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!

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