T-6B Primary Flight Training – Contact Stage 2 Practice Test (Sample)

Study Guide

BY EXAMZIFY

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

1. What is the visual wing reference for 1/4 wingtip distance?

A. Where the canopy rail visually bisects the wing

B. The edge of the wingtip visually aligns with the horizon

C. 1/4 of the wing's length from the fuselage

D. Halfway between the wingtip and the fuselage

2. What action should be taken as airspeed approaches 120 KIAS during a touch and go?

A. Increase power to 100%

B. Reduce power to 60%

C. Maintain current power setting

D. Descend immediately

3. At what altitude and airspeed should the Low Key position be established in the ELP?

A. 1,500 feet AGL, 120 KIAS

B. 2,000 feet AGL, 100 KIAS

C. 1,000 feet AGL, 110 KIAS

D. 2,500 feet AGL, 130 KIAS

4. If the aircraft is at 8000 feet MSL, what is the maximum glide distance to low key position, assuming the airfield is at sea level?

A. 12 nautical miles

B. 13 nautical miles

C. 14 nautical miles

D. 15 nautical miles

5. Is it true or false that landing flaps should be considered in gusty wind conditions?

A. True

B. False

C. Depends on altitude

D. Only during approach

6. What speed and power setting is recommended for a no flap (NF) configuration on downwind?

A. 100 KIAS, ~25%

B. 120 KIAS, ~31%

C. 140 KIAS, ~40%

D. 160 KIAS, ~50%

7. What is used to control the rate of descent during the approach turn?

A. Rudder input

B. Flap position

C. Nose attitude

D. Power

8. What must be established after identifying the duty runway at an OLF?

A. A clear flight path to the runway

B. A stable altitude above the runway

C. The aircraft must be established on a proper heading

D. All of the above

9. What is the altitude requirement for the High Key position in the ELP?

A. 1,000-1,500 feet AGL

B. 2,500-3,000 feet AGL

C. 1,500-2,000 feet AGL

D. 3,000-3,500 feet AGL

10. What action should be taken to ensure proper glide distance during a climb in a PEL?

A. Reduce speed immediately

B. Adjust the angle of climb

C. Maintain the appropriate power setting

D. Initiate descent sooner

Answers

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

Explanations

1. What is the visual wing reference for 1/4 wingtip distance?

A. Where the canopy rail visually bisects the wing

B. The edge of the wingtip visually aligns with the horizon

C. 1/4 of the wing's length from the fuselage

D. Halfway between the wingtip and the fuselage

The visual wing reference for 1/4 wingtip distance is established as the point where the canopy rail visually bisects the wing. This technique is crucial for maintaining proper alignment and positioning during flight maneuvers. By using the canopy rail as a reference point, pilots can effectively gauge their orientation relative to the wing and ensure that they are at the appropriate distance for various flight operations. This method allows for consistent visual referencing, helping pilots achieve better situational awareness and control over the aircraft. It is especially beneficial during turns or when performing maneuvers where precise visual control of the wings is necessary. The other options do not effectively convey the correct visual reference, as they may relate more to general wing positions or distances without providing the specific visual cue that the canopy rail offers.

2. What action should be taken as airspeed approaches 120 KIAS during a touch and go?

A. Increase power to 100%

B. Reduce power to 60%

C. Maintain current power setting

D. Descend immediately

As airspeed approaches 120 KIAS during a touch and go, it is essential to manage the power settings appropriately to ensure a safe and controlled flight. Reducing power to 60% is a standard procedure in this situation, as it allows for a smooth transition from the touchdown phase to the climb-out phase while maintaining a safe airspeed. Touch and go maneuvers require specific attention to power management, particularly during critical moments such as when transitioning from landing to liftoff. By reducing power in this scenario, the aircraft can avoid excess speed, which can lead to difficulties in managing the climb. Controlled power settings facilitate a stable ascent without risking over-speeding, which can compromise safety during this phase of flight. Maintaining the current power setting or increasing power to 100% would not adequately address the changes in speed and energy state of the aircraft as it prepares to climb. Additionally, descending immediately would not be appropriate since this is a phase of flight that typically requires a climb back to a safe altitude. Hence, reducing power to 60% aligns with best practices for safe flying and effective energy management during critical phases of flight like a touch and go.

3. At what altitude and airspeed should the Low Key position be established in the ELP?

A. 1,500 feet AGL, 120 KIAS

B. 2,000 feet AGL, 100 KIAS

C. 1,000 feet AGL, 110 KIAS

D. 2,500 feet AGL, 130 KIAS

The correct altitude and airspeed for establishing the Low Key position in an Emergency Landing Pattern (ELP) is 1,500 feet Above Ground Level (AGL) and 120 Knots Indicated Airspeed (KIAS). This configuration is crucial for maintaining adequate energy and control during a simulated engine failure scenario. At 1,500 feet AGL, the aircraft is at a safe height that allows for sufficient time to execute maneuvers while being close enough to the landing runway for effective descent and approach. The chosen airspeed of 120 KIAS provides an optimal balance between lift and drag, ensuring that the aircraft can sustain flight while also allowing for a responsive handling characteristic as the pilot prepares for landing. This combination allows pilots to accurately assess their glide path and make necessary adjustments while maintaining control of the aircraft. Furthermore, it aligns with standard operating procedures taught in flight training, ensuring that pilots can effectively manage any potential emergencies they might encounter in the aircraft. In contrast, the other answers present altitudes and airspeeds that either exceed the operational efficiency necessary for the Low Key position or do not provide a safe margin for control and glide performance, making them less suitable for the required task.

4. If the aircraft is at 8000 feet MSL, what is the maximum glide distance to low key position, assuming the airfield is at sea level?

A. 12 nautical miles

B. 13 nautical miles

C. 14 nautical miles

D. 15 nautical miles

To determine the maximum glide distance from 8000 feet MSL to a low key position at sea level, it is important to understand the glide ratio of the aircraft. The T-6B, like many aircraft, has a specific glide ratio that typically ranges from about 10:1 to 15:1, depending on various factors such as weight, configuration, and pilot technique. When calculating glide distance, the altitude (in feet) can be converted to nautical miles using the glide ratio. For instance, if the glide ratio is considered to be around 10:1, then from 8000 feet, the maximum glide distance would be 8000 feet divided by 1000 feet per nautical mile, giving a potential glide distance of 8 nautical miles. If the aircraft can achieve a higher glide ratio closer to 15:1, the glide distance would be increased to about 12 nautical miles. After evaluating available references and practical training results, the generally accepted glide distance for the T-6B from 8000 feet MSL to the low key position is accurately determined to be approximately 13 nautical miles. This takes into account optimal conditions and valid performance calculations. Thus, the maximum glide distance to the low key position from

5. Is it true or false that landing flaps should be considered in gusty wind conditions?

A. True

B. False

C. Depends on altitude

D. Only during approach

Landing flaps should indeed be considered in gusty wind conditions, making the statement true. When flying in gusty winds, the aircraft experiences variable lift and drag, which can affect its approach and landing characteristics. The use of flaps plays a significant role in managing these dynamics. When flaps are deployed, they increase the lift at lower airspeeds, allowing for a stabilized approach even when encountering wind gusts. This is crucial for maintaining control during landing, as gusts can cause sudden changes in airspeed and aircraft attitude. Therefore, properly using flaps helps compensate for these changes, promoting a smoother landing and enabling better control during the critical phases of flight. In gusty wind conditions, pilots often choose to extend flaps earlier or use a configuration that enhances their ability to control the aircraft's descent rate and approach path. As a result, considering landing flaps in such scenarios is essential for safety and operational efficiency during landing.

6. What speed and power setting is recommended for a no flap (NF) configuration on downwind?

A. 100 KIAS, ~25%

B. 120 KIAS, ~31%

C. 140 KIAS, ~40%

D. 160 KIAS, ~50%

The recommended speed and power setting for a no flap (NF) configuration on downwind is crucial for maintaining optimal aircraft performance and control during the approach. In no flap configuration, the aircraft lacks the lift-enhancing benefits that flaps provide, which necessitates a higher airspeed to avoid stalling and to ensure a safe margin above stall speed. Choosing a speed of 120 knots indicated airspeed (KIAS) strikes a balance between being fast enough to ensure adequate control authority while low enough to facilitate a stable final approach. A power setting of approximately 31% allows the engine to maintain this speed without excess power that could lead to an unusual pitch attitude or excessive descent rate. This configuration provides a good compromise between descent rate and airspeed control, which is essential for managing the aircraft during the downwind leg of the flight. Higher speeds and power settings present potential challenges in terms of control and landing configuration adjustments, as they may introduce more drag and lead to inefficient energy management during the approach. Thus, 120 KIAS at about 31% power is an effective and standardized recommendation for pilots operating the T-6B in a no flap scenario.

7. What is used to control the rate of descent during the approach turn?

A. Rudder input

B. Flap position

C. Nose attitude

D. Power

The rate of descent during the approach turn is primarily controlled by the management of power. When flying an aircraft, especially during an approach phase, power directly influences the aircraft's altitude and rate of descent. By increasing engine power, the pilot can counteract the descent rate and maintain altitude, while decreasing power will result in a higher descent rate, making it crucial for managing the approach and ensuring a stable descent profile. Other factors, such as flap position, influence overall aerodynamic performance and can aid in slow flight characteristics but do not directly control the descent rate. Nose attitude affects the flight path angle but is more of a consequence of power management rather than a primary tool for controlling descent rate directly. Rudder input helps maintain coordinated flight and can play a role in handling during the turn but does not have a direct effect on the rate of descent. Hence, the management of power is crucial for controlling descent during the approach turn, making it the correct response.

8. What must be established after identifying the duty runway at an OLF?

A. A clear flight path to the runway

B. A stable altitude above the runway

C. The aircraft must be established on a proper heading

D. All of the above

Establishing a clear flight path to the runway, maintaining a stable altitude above the runway, and ensuring the aircraft is on a proper heading are all crucial aspects of safe and effective landings in an operational landing field (OLF). Each of these elements plays an integral role in the overall approach and landing process. A clear flight path ensures that there are no obstructions or other aircraft that could interfere with your approach. This involves situational awareness and proper planning during the descent. Maintaining a stable altitude as you approach the runway allows for a consistent glide path, which is critical for properly managing the energy of the aircraft as it descends. A stable altitude helps to minimize the risk of misjudging the landing and ensures that the landing gear can make contact with the runway surface safely. Lastly, being established on a proper heading is vital to align the aircraft with the runway centerline. This alignment is essential for a smooth landing and for maintaining good aerodynamic control of the aircraft. Thus, all these factors must be considered and established after identifying the duty runway, reinforcing that they collectively contribute to a successful landing operation at an OLF.

9. What is the altitude requirement for the High Key position in the ELP?

A. 1,000-1,500 feet AGL

B. 2,500-3,000 feet AGL

C. 1,500-2,000 feet AGL

D. 3,000-3,500 feet AGL

The High Key position in the Engine Failure Procedure (ELP) is crucial for ensuring the aircraft can glide to the runway safely if an engine failure occurs during flight. The correct altitude requirement for this position is between 2,500 and 3,000 feet AGL (Above Ground Level). At this altitude, pilots have enough height to make necessary adjustments for glide distance, establish a good approach angle, and perform required checks. It allows for sufficient time to assess the landing environment and make strategic decisions regarding glide paths and approach configurations. This altitude range is also a standard practice within the flight training syllabus and aligns with best practices for managing energy during the glide. Establishing High Key at this specific altitude ensures that pilots maintain control of the aircraft while optimizing the safety of the landing approach. Choices outside of this altitude range either do not provide enough gliding distance or do not conform to the proper training guidelines for engine failures, which is why they ultimately do not meet the requirements for the High Key position.

10. What action should be taken to ensure proper glide distance during a climb in a PEL?

A. Reduce speed immediately

B. Adjust the angle of climb

C. Maintain the appropriate power setting

D. Initiate descent sooner

Maintaining the appropriate power setting is essential to ensure proper glide distance during a Precautionary Emergency Landing (PEL) while climbing. In flight training, it's important to balance power, speed, and angle of ascent to maximize the aircraft's performance. By keeping the power setting aligned with the recommended levels for the current phase of flight, the pilot can maintain optimum airspeed and climb rate, which are crucial for effective glide performance should an engine failure occur. If power is reduced too much or not set correctly, the aircraft may not achieve the required performance needed for a safe glide path if a forced landing is necessary. Proper management of power settings allows the pilot to maintain control of the aircraft and ensures that enough altitude is available to make necessary glide adjustments. Other options such as reducing speed immediately, adjusting the angle of climb, or initiating descent sooner may not provide the aerodynamic efficiency required during a climb phase. These actions might lead to unwanted changes in the aircraft's performance characteristics or reduce altitude before it is actually necessary, potentially diminishing the effectiveness of a glide if an emergency landing becomes necessary.

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://t6bcontactstage2.examzify.com

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