T-6B PRIMARY FLIGHT TRAINING – CONTACT STAGE 2 PRACTICE TEST (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. At what altitude is the airstart procedure not recommended during engine failure procedures?

A. Above 3000 feet AGL

B. At sea level

C. Below 2000 feet AGL

D. Below 1500 feet AGL

2. What is the final approach speed when using takeoff flap settings with a wind speed reported at 10 knots gusting to 16 knots?

A. 108 knots

B. 104 knots

C. 112 knots

D. 110 knots

3. When the emergency landing pattern is flown correctly, what do forced landing and PEL look like?

A. They look the same

B. They look completely different

C. They look like standard approach landing

D. They resemble a go-around maneuver

4. What is the approximate sink rate (VSI) at best glide speed in a clean configuration?

A. 1000 to 1200 fpm

B. 1350 to 1500 fpm

C. 1600 to 1800 fpm

D. 2000 to 2200 fpm

5. Which situation necessitates a mandatory waveoff?

A. If more than a 30° AOB is used to get established on final

B. All of the above

C. If landing gear is not down

D. If excessive speed is maintained

6. In the context of aviation, what is meant by an "accelerated stall"?

A. A stall at high speeds

B. A stall due to quick maneuvers

C. A stall on approach

D. A stall caused by extreme weather conditions

7. 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

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

A. 8 nautical miles

B. 10 nautical miles

C. 12 nautical miles

D. 14 nautical miles

9. 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%

10. What can excessive side loads during landing indicate?

A. Fuel management issues

B. Potential gear damage

C. Improper landing speed

D. Reduced engine performance

Answers

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

Explanations

1. At what altitude is the airstart procedure not recommended during engine failure procedures?

A. Above 3000 feet AGL

B. At sea level

C. Below 2000 feet AGL

D. Below 1500 feet AGL

The airstart procedure during engine failure is generally not recommended below 2000 feet AGL due to several critical factors concerning safety and aircraft performance. At altitudes lower than this, the margin for error becomes significantly reduced, and pilots have limited time to successfully restart the engine and achieve controlled flight. The lower altitude means that if the airstart is unsuccessful, the available options for a safe landing are greatly diminished, leaving little room for maneuvering or troubleshooting. In contrast, the other options suggest altitudes where the likelihood of successfully executing an airstart procedure is higher. Being above 3000 feet AGL allows for ample altitude to manage the situation and make decisions for a potential landing or redirecting flight, while sea level provides a sufficient altitude for recovery procedures and options. However, operating below 2000 feet AGL introduces an increased risk, thus making it the critical threshold for initiating an airstart.

2. What is the final approach speed when using takeoff flap settings with a wind speed reported at 10 knots gusting to 16 knots?

A. 108 knots

B. 104 knots

C. 112 knots

D. 110 knots

The final approach speed using takeoff flap settings is determined by several factors, including aircraft configuration and wind conditions. In this scenario, when calculating the final approach speed, it's important to consider the effects of wind, particularly gusting winds, as they can significantly influence the required approach speed for a safe landing. The base final approach speed for the T-6B with takeoff flaps is typically around 104 knots in calm conditions. However, with the presence of a 10-knot wind gusting to 16 knots, adjustments to the final approach speed are necessary to maintain control and stability during the landing phase. In gusting conditions, the general rule of thumb advises adding half the gust factor to the baseline final approach speed. In this case, the wind is gusting from 10 knots to 16 knots, which means the effective gust factor is 6 knots (the difference between the gust and the steady wind). Adding half of this gust factor (3 knots) to the base speed of 104 knots results in an adjusted final approach speed of 107 knots. When rounding for operational safety margins, it is reasonable to round up to the closest increment typically utilized in T-6B operations, leading to the final approach speed being

3. When the emergency landing pattern is flown correctly, what do forced landing and PEL look like?

A. They look the same

B. They look completely different

C. They look like standard approach landing

D. They resemble a go-around maneuver

When the emergency landing pattern is flown correctly, both forced landings and Precision Engine-Out Landings (PEL) look the same. This similarity arises because both scenarios require pilots to follow similar procedures for the configuration, glide path, and final approach when dealing with an emergency situation where a landing without power must be executed. In both cases, the pilot will typically follow a standard pattern to ensure they are maintaining optimal glide and approach angles to the intended landing area. The focus is on managing airspeed and descent to align with a safe and controlled landing, often tailored to the terrain and conditions of the landing site, for maximum safety. Additionally, the typical steps taken during a forced landing and PEL share critical aspects such as managing the aircraft's energy state and preparing the aircraft for touchdown, all of which can create an identical appearance from the outside. Therefore, recognizing the similarities in their execution is crucial for a pilot when responding to emergencies.

4. What is the approximate sink rate (VSI) at best glide speed in a clean configuration?

A. 1000 to 1200 fpm

B. 1350 to 1500 fpm

C. 1600 to 1800 fpm

D. 2000 to 2200 fpm

The approximate sink rate at best glide speed in a clean configuration for the T-6B is in the range of 1350 to 1500 feet per minute (fpm). At best glide speed, the aircraft is optimized for maximum lift to drag ratio, allowing it to cover the greatest horizontal distance for a given altitude loss. This range reflects the performance characteristics of the T-6B under ideal conditions, indicating that while the aircraft is gliding, it descends steadily and relatively slowly compared to higher sink rates associated with configurations that either increase drag or are not optimized for gliding. Understanding the sink rate at this speed is critical for pilots in managing their glide path and ensuring they can reach their intended landing area if an engine failure occurs. It provides a fundamental performance benchmark for making strategic decisions during flight emergencies.

5. Which situation necessitates a mandatory waveoff?

A. If more than a 30° AOB is used to get established on final

B. All of the above

C. If landing gear is not down

D. If excessive speed is maintained

A mandatory waveoff is required in specific situations to ensure safety during the landing phase of flight. When evaluating the conditions that necessitate such action, let's consider the scenarios presented. Entering a landing approach with more than a 30° angle of bank (AOB) to become established on final indicates an overly aggressive maneuver that can jeopardize stability and control, especially at lower altitudes. This excessive banking can lead to potential loss of control and makes it difficult to maintain proper glide path and airspeed. If the landing gear is not down prior to landing, this presents a critical safety issue. Attempting to land without the landing gear deployed can result in significant damage to the aircraft and pose risks to the crew and passengers. Excessive speed during the landing approach creates challenges in controlling the aircraft's descent and can lead to runway overruns or difficulties in touchdown. It's vital to be within the appropriate speed parameters to ensure a safe landing. Since each of these scenarios raises significant safety concerns, they collectively necessitate a mandatory waveoff. This underscores the importance of adhering to established procedures and parameters to maintain safety and efficiency during landing operations. Therefore, a waveoff is required anytime any of these conditions are present, reinforcing the necessity for the aircraft to discontinue

6. In the context of aviation, what is meant by an "accelerated stall"?

A. A stall at high speeds

B. A stall due to quick maneuvers

C. A stall on approach

D. A stall caused by extreme weather conditions

An "accelerated stall" refers to a situation where an aircraft reaches a stall condition while executing rapid or aggressive maneuvers, such as abrupt turns, steep climbs, or other quick changes in aircraft attitude. During these maneuvers, the aircraft experiences increased load factors which can elevate the critical angle of attack, leading to a stall even at higher airspeeds. In simpler terms, while it may seem that the aircraft is moving quickly, the combination of increased g-forces and the abrupt nature of the maneuver can cause the wings to exceed their lift-generating capability, resulting in a stall. Understanding this concept is crucial for pilots, as it highlights the importance of managing aircraft performance not just in terms of speed but also in relation to the load factor during demanding flight conditions. Awareness of how quickly maneuvers can affect the aircraft's ability to generate lift helps pilots avoid situations that can lead to loss of control or accidents.

7. 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.

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

A. 8 nautical miles

B. 10 nautical miles

C. 12 nautical miles

D. 14 nautical miles

In a gliding scenario, the maximum glide distance correlates with the altitude of the aircraft and the angle of descent. When the aircraft is at 8,000 feet mean sea level (MSL), it is crucial to understand that the glide ratio is a key component in determining how far you can glide to a specific point, such as the high key position. Typically, general glide ratios for a T-6B can be approximated at around 10 to 1 under normal conditions, meaning for every 1,000 feet of altitude lost, the aircraft can glide approximately 10 nautical miles horizontally. Therefore, starting from 8,000 feet, you can generally calculate the glide distance by multiplying the altitude (in thousands of feet) by the glide ratio. In this case, with 8,000 feet of altitude and a glide ratio of 10 to 1, you will get about 8 (thousands of feet) multiplied by 10, resulting in a potential glide distance of about 80 nautical miles. However, since the airfield is at sea level, the practical maximum glide distance pertaining to flying conditions and safety margins results in a more realistic glide distance, which aligns closely with a maximum of approximately 10 nautical miles

9. 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.

10. What can excessive side loads during landing indicate?

A. Fuel management issues

B. Potential gear damage

C. Improper landing speed

D. Reduced engine performance

Excessive side loads during landing primarily indicate potential gear damage. When an aircraft lands, the landing gear is designed to absorb the vertical and lateral forces encountered upon touchdown. If the aircraft experiences significant side loads, it may be a sign that the landing gear is subjected to stress beyond its designed limits, which could lead to structural failure or damage to the gear components. This risk is heightened particularly in crosswind landings or if the aircraft is not aligned correctly with the runway during touchdown. The other options, while they may relate to different aspects of flight, do not directly correlate with the consequences of excessive side loads during landing. Fuel management issues primarily concern how fuel is consumed and balanced, while improper landing speed usually leads to a host of issues related to overall stability and control during landing rather than specifically relating to the lateral forces on the gear. Lastly, reduced engine performance is more associated with the aircraft's ability to maintain flight rather than the structural integrity of the landing gear during touchdown.

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:

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