

TH-73 Course Rules 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. 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. To parallel the power lines, in which direction should you turn?**
 - A. East**
 - B. North**
 - C. West**
 - D. South**

- 2. In which direction is taxi permitted in the hot pits/crew change area?**
 - A. West to East**
 - B. East to West**
 - C. North to South**
 - D. South to North**

- 3. Which of the following is NOT listed as a situation that requires a radio call at an OLF?**
 - A. Inbound**
 - B. Wind check**
 - C. Fuel status**
 - D. Departing**

- 4. The label Whiskey is associated with which location?**
 - A. Pond SW 1st bend in 89**
 - B. Water tower @ intersection 87 & 89**
 - C. Intersection 90 & Avalon**
 - D. Intersection Blackwater river & Coldwater creek**

- 5. Within what distance must helmets be worn with visors down or NVGs down?**
 - A. 50 feet**
 - B. 100 feet**
 - C. 200 feet**
 - D. 500 feet**

- 6. When can you turn crosswind at Spencer?**
- A. 50' AGL and abeam the threshold**
 - B. 1000' AGL and abeam the downwind end of the runway**
 - C. 200' AGL and abeam the upwind end of the runway**
 - D. 500' AGL and abeam the mid runway**
- 7. Holding ECHO arrival?**
- A. Hold at WHISKEY**
 - B. Hold at FOG**
 - C. Hold at JUNIPER**
 - D. Hold at ECHO**
- 8. The maintenance pattern for which runway uses a width description of tree cut out at approach end of 05?**
- A. 14/32**
 - B. 05/23**
 - C. 23/05**
 - D. 14/23**
- 9. Which statement is true regarding helmet requirements?**
- A. Helmets shall be worn with chin straps fastened**
 - B. Helmets shall be worn with visors down or NVGs down within 100 feet**
 - C. Helmets shall be worn when pre-flighting above four feet for TH-73 aircraft**
 - D. All of the above**
- 10. Which Runways are referenced in the KNDZ waveoff scenarios?**
- A. Runway 5 and Runway 32**
 - B. Runway 7 and Runway 9**
 - C. Runway 5 only**
 - D. Runway 32 only**

Answers

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

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Explanations

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1. To parallel the power lines, in which direction should you turn?

- A. East**
- B. North**
- C. West**
- D. South**

To fly parallel to power lines you want your flight path to run along the lines' length. In this setup the lines are oriented East-West, so turning toward the West puts your heading aligned with that axis, giving a path that runs parallel to the lines. Turning north or south would take you across their length, not along it, so they wouldn't be parallel.

2. In which direction is taxi permitted in the hot pits/crew change area?

- A. West to East**
- B. East to West**
- C. North to South**
- D. South to North**

Unidirectional taxi flow in hot pits/crew change areas is established to keep traffic predictable and reduce risk when engines are running and ground personnel are nearby. By design, the path is set so aircraft move in a single direction, minimizing conflicts and the need to cross active operations. In this scenario, the approved route runs from west to east, so you should taxi from the west toward the east. This direction typically aligns with the layout of hot-pit access points and the ramp, reducing chances of crossing other aircraft or crews and avoiding exposure to engine exhaust and rotor wash hazards. Taxiing in the opposite directions would disrupt the established flow and create increased risk of collisions or interference with hot-pit activities, which is why those directions are not permitted.

3. Which of the following is NOT listed as a situation that requires a radio call at an OLF?

- A. Inbound**
- B. Wind check**
- C. Fuel status**
- D. Departing**

Understanding when a radio call is required at an OLF centers on coordinating traffic and safety in the field's operations. Inbound traffic should announce its position and intention to join the pattern so others can sequence landings. A wind check is also called out to share current wind conditions that will affect approach and landing, helping others anticipate drift and airspeed needs. Departing aircraft must announce their departure to clear the pattern and alert others that the airspace is changing. Fuel status, however, is not part of the routine traffic calls at an OLF; fuel details are handled in planning and not required as a standard field radio transmission.

4. The label Whiskey is associated with which location?

- A. Pond SW 1st bend in 89
- B. Water tower @ intersection 87 & 89
- C. Intersection 90 & Avalon**
- D. Intersection Blackwater river & Coldwater creek

Whiskey is a named navigation fix shown on the chart. On this map, the label Whiskey is placed at the exact point where the line near Avalon intersects—that intersection is Whiskey. So Whiskey identifies that precise location, not the pond, the water tower, or the other river/creek intersection. The other features are labeled differently on the chart and do not carry the Whiskey designation, which is why the intersection near Avalon is the correct association.

5. Within what distance must helmets be worn with visors down or NVGs down?

- A. 50 feet
- B. 100 feet**
- C. 200 feet
- D. 500 feet

The rule tests protective eye/face protection in the rotorcraft operating area. When you're within 100 feet of the helicopter or in the zones where rotor wash and debris are a hazard, helmets with the visor down or NVGs down must be worn to shield your eyes and face from wind, debris, and glare. That 100-foot boundary is the defined safety limit for this requirement. The other distances aren't the specified threshold, so they don't meet the rule as written.

6. When can you turn crosswind at Spencer?

- A. 50' AGL and abeam the threshold
- B. 1000' AGL and abeam the downwind end of the runway
- C. 200' AGL and abeam the upwind end of the runway**
- D. 500' AGL and abeam the mid runway

The moment you transition from the takeoff/climb to the crosswind leg is planned to keep you safe and properly spaced in the pattern. At Spencer, you initiate the crosswind turn when you are about 200 feet AGL and abeam the upwind end of the runway. That specific altitude gives you enough margin to trim, configure, and respond to wind or traffic, while still being close enough to the runway to join the crosswind leg smoothly and then proceed to the downwind and final. Turning lower, at around 50 feet AGL, would leave you with almost no time to manage the helicopter safely. Turning much higher, like 1000 feet AGL, would place you well above the pattern and disrupt spacing and alignment with the runway. Abeam of the mid-runway or abeam the threshold would put you in the wrong position to join the intended crosswind path.

7. Holding ECHO arrival?

- A. Hold at WHISKEY
- B. Hold at FOG
- C. Hold at JUNIPER
- D. Hold at ECHO**

Holding patterns on an arrival are placed to manage sequencing and keep aircraft in protected airspace until they're ready for the approach. For the ECHO arrival, the published hold is at the fix ECHO, so if you're told to hold, that's where you execute the hold. This keeps you aligned with the final approach and provides the necessary spacing before you're cleared for the approach. The other fixes along the route (WHISKEY, FOG, JUNIPER) are not designated holding points for this arrival, so they wouldn't be used as the holding location.

8. The maintenance pattern for which runway uses a width description of tree cut out at approach end of 05?

- A. 14/32
- B. 05/23**
- C. 23/05
- D. 14/23

The pattern description uses an end-specific reference. A width description like "tree cut out at approach end of 05" points to the end of a runway that is designated as 05. The runway that has an end labeled 05 is the pair 05/23, since one end is 05 and the opposite end is 23. The other runways listed (14/32, 14/23, or 23/05) do not provide an end labeled 05 in the same way, so they wouldn't match this description. Therefore, the maintenance pattern described applies to the runway designated 05/23.

9. Which statement is true regarding helmet requirements?

- A. Helmets shall be worn with chin straps fastened
- B. Helmets shall be worn with visors down or NVGs down within 100 feet
- C. Helmets shall be worn when pre-flying above four feet for TH-73 aircraft
- D. All of the above**

All of the above statements are true, reflecting different ways a helmet is required to protect you in TH-73 operations. Wearing the helmet with the chin strap fastened is essential because it keeps the helmet securely on your head during movement, rotor wash, or sudden shifts in position. If the strap isn't fastened, the helmet can come off or shift, leaving your head less protected. Having the visor down or NVGs deployed within 100 feet of the aircraft is about eye protection. Debris, wind, dust, and glare increase as you approach the helicopter, so keeping the visor or night-vision gear down helps prevent eye injuries and maintains visibility. Requiring a helmet when pre-flying above four feet addresses head protection during elevated checks. When you're working at height, there's a greater risk of knocking your head on overhead components or losing balance; the helmet provides a safeguard in those moments. Together these rules cover head and eye protection across different phases of operation, which is why all the statements are true.

10. Which Runways are referenced in the KNDZ waveoff scenarios?

- A. Runway 5 and Runway 32**
- B. Runway 7 and Runway 9**
- C. Runway 5 only**
- D. Runway 32 only**

In these waveoff scenarios, you must know which runway directions the instructions are targeting. At KNDZ, the published waveoff scenarios reference two specific runways: Runway 5 and Runway 32. These designators correspond to headings about 050 and 320 degrees, respectively, and they define the directions you'd use for the go-around or rejoin procedures in the exercise. The opposite ends of those same physical runways (such as Runway 23 or Runway 14) aren't the ones named in these scenarios, so focusing on Runway 5 and Runway 32 correctly matches the trainee's expected actions and pattern alignment.

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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://th73courserules.examzify.com>

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

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