

TH-73A Naval Air Training and Operating Procedures Standardization (NATOPS) Closed-Book Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	16

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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. What does the TH-73A primarily train helicopter pilot students to do?**
 - A. Master advanced weaponry systems**
 - B. Execute basic flight maneuvers and tactics**
 - C. Analyze engine performance metrics**
 - D. Manage emergency landing procedures**

- 2. What should be done first when experiencing a dual-engine failure in the TH-73A?**
 - A. Establish a glide**
 - B. Identify a suitable landing area**
 - C. Execute emergency landing procedures**
 - D. Notify air traffic control**

- 3. What is one of the hazards linked with rotor downwash in the TH-73A?**
 - A. Loss of control due to excess fuel use**
 - B. Difficulty in vertical takeoff and landing**
 - C. Increased risk of strikes on nearby personnel**
 - D. Overheating of engine components**

- 4. What should pilots prioritize to enhance aviation safety?**
 - A. Maximizing flight speed at all costs**
 - B. Ignoring established safety protocols**
 - C. Maintaining constant vigilance and adherence to procedures**
 - D. Reducing communication with air traffic control**

- 5. What is the minimum IFR airspeed for the TH-73A?**
 - A. 55 KIAS**
 - B. 60 KIAS**
 - C. 65 KIAS**
 - D. 70 KIAS**

- 6. What is the range for continuous N1 operations?**
- A. 100-105%**
 - B. 60-100.1%**
 - C. 95-100%**
 - D. 101-105%**
- 7. During continuous operation, what is the acceptable transmission oil pressure range?**
- A. 30 to 55 psi**
 - B. 30 to 60 psi**
 - C. 30 to 70 psi**
 - D. 30 to 80 psi**
- 8. Why is it important for pilots to maintain situational awareness?**
- A. To successfully complete takeoff procedures only**
 - B. To manage distractions and improve decision-making**
 - C. To impress passengers**
 - D. To focus solely on navigation**
- 9. What is the transmission oil temperature range for continuous operation?**
- A. -10 to 110 C**
 - B. 0 to 115 C**
 - C. 10 to 120 C**
 - D. 0 to 100 C**
- 10. Identify the key control surfaces of the TH-73A.**
- A. Flaps, spoilers, and slats**
 - B. Ailerons, elevators, rudder, and stabilator**
 - C. Ailerons, flaps, and rudder**
 - D. Rudder, stabilizer, and landing gear**

Answers

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

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Explanations

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1. What does the TH-73A primarily train helicopter pilot students to do?

- A. Master advanced weaponry systems**
- B. Execute basic flight maneuvers and tactics**
- C. Analyze engine performance metrics**
- D. Manage emergency landing procedures**

The TH-73A primarily trains helicopter pilot students to execute basic flight maneuvers and tactics. This focus on foundational skills is essential for novice pilots as they learn to operate helicopters safely and effectively. Mastery of basic flight maneuvers includes understanding how to control the aircraft during various stages of flight, responding to environmental factors, and developing coordination between hands and feet for optimal maneuverability. By concentrating on these fundamental skills, students build the necessary proficiency for more advanced flying, advanced tactical operations, and effective decision-making in flight. This foundational training sets the stage for further learning and specialization in more complex helicopter operations. Other aspects like managing emergency landing procedures and analyzing engine performance metrics are important but typically come into play after the basic flying capabilities have been established. Similarly, advanced weapon systems are not the primary focus of initial training in the TH-73A.

2. What should be done first when experiencing a dual-engine failure in the TH-73A?

- A. Establish a glide**
- B. Identify a suitable landing area**
- C. Execute emergency landing procedures**
- D. Notify air traffic control**

When experiencing a dual-engine failure in the TH-73A, the first action that should be taken is to establish a glide. This is crucial because maintaining control and descent is essential in an emergency situation where engine power is lost. By establishing a glide, the pilot ensures that the aircraft remains airborne and can be controlled during the descent. This action not only preserves altitude for as long as possible but also helps in managing the airspeed effectively. A controlled glide provides the pilot with the opportunity to make strategic decisions, such as selecting a suitable landing area and executing emergency landing procedures. The focus on gliding helps avoid stall situations and prepares the pilot to maneuver the aircraft toward a safe landing location. When establishing a glide, the pilot can successfully manage the aircraft's descent and contribute to survival and safety during the emergency. Other options, while necessary steps in the overall emergency response, follow after establishing a controlled glide. Identifying a suitable landing area and notifying air traffic control, for example, are important actions but they come after securing control of the aircraft in a gliding configuration.

3. What is one of the hazards linked with rotor downwash in the TH-73A?

- A. Loss of control due to excess fuel use**
- B. Difficulty in vertical takeoff and landing**
- C. Increased risk of strikes on nearby personnel**
- D. Overheating of engine components**

Rotor downwash creates a powerful current of air beneath and around the helicopter, which can significantly impact the environment in which it operates. One of the primary hazards linked with rotor downwash is the increased risk of strikes on nearby personnel. This air movement can create turbulence and push debris into the air, potentially leading to injuries. Personnel who are not aware of the rotor wash may be caught off guard, resulting in the possibility of being hit by objects or being knocked off balance. Understanding this hazard is crucial for maintaining safety during flight operations, particularly in training environments where personnel might be operating in close proximity to the aircraft. Awareness and adherence to safety protocols can mitigate these risks, ensuring a safer operational environment for all involved.

4. What should pilots prioritize to enhance aviation safety?

- A. Maximizing flight speed at all costs**
- B. Ignoring established safety protocols**
- C. Maintaining constant vigilance and adherence to procedures**
- D. Reducing communication with air traffic control**

Pilots should prioritize maintaining constant vigilance and adherence to procedures to enhance aviation safety. This approach ensures that all flight operations are conducted in accordance with standardized protocols, which are designed to mitigate risks and respond effectively to any situation that may arise during flight. Vigilance involves situational awareness, which allows pilots to recognize changes in the operational environment, potential hazards, and the status of the aircraft and passengers. Adhering to established procedures not only fosters a culture of safety but also reinforces clear communication and coordination among crew members and with air traffic control. This structured approach minimizes the likelihood of errors caused by distraction or misjudgment, ultimately leading to safer flight operations. By prioritizing vigilance and procedural compliance, pilots can better ensure the safety of themselves, their passengers, and other aircraft in the vicinity.

5. What is the minimum IFR airspeed for the TH-73A?

- A. 55 KIAS
- B. 60 KIAS**
- C. 65 KIAS
- D. 70 KIAS

The minimum IFR airspeed for the TH-73A is set to ensure both the safety and operational effectiveness of the aircraft during instrument flight rules operations. Maintaining a minimum airspeed is crucial to prevent stalling, enhance control authority, and ensure reliable performance in various flight conditions. In the case of the TH-73A, the established minimum IFR airspeed is 60 KIAS. This speed allows the aircraft to maintain adequate control while maneuvering in the often challenging conditions encountered during IFR flights, such as reduced visibility and varying weather conditions. By adhering to this airspeed, pilots can ensure they remain within the operational envelope of the aircraft, enhancing both safety and efficiency during flight operations. Understanding this minimum airspeed is a vital component of flight training and operational procedures, reinforcing the importance of adhering to performance standards in the TH-73A.

6. What is the range for continuous N1 operations?

- A. 100-105%
- B. 60-100.1%**
- C. 95-100%
- D. 101-105%

The range for continuous N1 operations in the TH-73A helicopter is 60-100.1%. This range is crucial for ensuring the performance and safety of the aircraft during various flight phases. Operating within this specified range helps maintain engine efficiency and reliability while preventing potential damage from exceeding limits. The continuous N1 operations limit helps pilots know the safe operational parameters of the engines during typical flight scenarios, including various maneuvers, takeoff, cruising, and landing. Staying within this range maximizes engine performance while mitigating risks associated with excessive engine pressure ratio or turbine temperatures. Understanding the significance of operational ranges assists in the effective management of the aircraft's systems, leading to safer and more reliable flight operations.

7. During continuous operation, what is the acceptable transmission oil pressure range?

- A. 30 to 55 psi**
- B. 30 to 60 psi
- C. 30 to 70 psi
- D. 30 to 80 psi

The acceptable transmission oil pressure range during continuous operation is 30 to 55 psi. This range is important because it ensures the proper lubrication and functioning of the transmission system. Maintaining the oil pressure within this specified range helps prevent excessive wear on components, overheating, and potential system failures. Operating outside of this pressure range could lead to inadequate lubrication, resulting in damage to the transmission system over time. It is essential for pilots and maintenance personnel to monitor these parameters closely to ensure safe and efficient aircraft operation.

8. Why is it important for pilots to maintain situational awareness?

- A. To successfully complete takeoff procedures only**
- B. To manage distractions and improve decision-making**
- C. To impress passengers**
- D. To focus solely on navigation**

Maintaining situational awareness is crucial for pilots as it enables them to effectively manage distractions and enhance their decision-making capabilities during flight operations. Situational awareness involves being aware of the aircraft's current position, the environment, the status of systems, and potential hazards, all of which are vital to safe and efficient flying. By improving decision-making, pilots can assess and respond to changing conditions in real-time, whether those changes come from weather patterns, air traffic concerns, or mechanical issues. This holistic awareness allows pilots to anticipate problems, execute maneuvers precisely, and communicate effectively with crew and air traffic control, leading to safer flight operations. Other options do not capture the comprehensive nature of situational awareness. Focusing solely on takeoff procedures, impressing passengers, or exclusively on navigation does not encompass the broader spectrum of tasks and challenges pilots face during a flight. Situational awareness goes beyond specific tasks and integrates all aspects of flight safety and efficiency, making it a foundational element in aviation training and practice.

9. What is the transmission oil temperature range for continuous operation?

- A. -10 to 110 C**
- B. 0 to 115 C**
- C. 10 to 120 C**
- D. 0 to 100 C**

The correct range for transmission oil temperature during continuous operation is from 0 to 115 degrees Celsius. This range is important for ensuring the efficient operation of the TH-73A's transmission system. Operating within this temperature spectrum helps maintain appropriate lubrication and cooling, which are essential for the transmission's performance and longevity. Exceeding this temperature index could lead to increased wear and tear on transmission components, impairing their functionality. Additionally, keeping the temperature within this specified range helps prevent overheating, which could result in catastrophic failure of the transmission system. Understanding this temperature range is crucial for pilots and crew to monitor during various phases of flight, ensuring optimal operational conditions and maintaining the safety and performance of the aircraft.

10. Identify the key control surfaces of the TH-73A.

- A. Flaps, spoilers, and slats**
- B. Ailerons, elevators, rudder, and stabilator**
- C. Ailerons, flaps, and rudder**
- D. Rudder, stabilizer, and landing gear**

The key control surfaces of the TH-73A include ailerons, elevators, rudder, and stabilator. These surfaces play a crucial role in the aircraft's ability to maneuver and maintain control during flight. Ailerons are found on the wings and are responsible for controlling the roll of the aircraft. By moving in opposite directions, they help the pilot to bank the aircraft left or right. Elevators are located on the tail and control the pitch of the aircraft, allowing it to climb or descend. The rudder is also situated on the tail and is essential for controlling yaw, enabling the pilot to turn the aircraft left or right around its vertical axis. The stabilator combines the functions of both the elevator and horizontal stabilizer, enhancing the aircraft's responsiveness and reducing drag. The design of the TH-73A incorporates these key surfaces to ensure effective aerodynamic performance and stability in various flight conditions. In contrast, flaps, spoilers, and slats, while important for enhancing the lift and controlling airspeed during different phases of flight, are not classified as primary control surfaces. They serve different functions related to performance enhancement rather than direct control. The landing gear, on the other hand, is essential for takeoff and landing but does not influence

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://th73anatops.examzify.com>

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

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