TSAAS Air Assault Phase 2 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

1. Which statement best describes exterior versus interior loads?

A. Exterior loads are carried beneath the helicopter

B. Interior loads are inside a cargo aircraft or vehicle

C. Exterior are inside the cabin

D. Interior are beneath

2. In sling load management, why is weight distribution important for CG?

A. It affects center of gravity

B. It affects steering wheel color

C. It affects crew comfort

D. It affects fuel type

3. Which unit establishes coordination with the Supported and Receiving Units?

A. Aviation Unit

B. Supported Unit

C. Receiving Unit

D. Pilot and Crew Chiefs

4. Which item has a 10,000 lb capacity and is used on 5,000 and 10,000 lb cargo nets?

A. 5/8 Inch Screw Pin Clevis

B. Manufactured Apex

C. 10,000 lbs capacity item

D. Silver and Black Load Binder

5. In sling load operations, who is responsible for supervising hook-up and ensuring the load is rigged properly?

A. The flight crew.

B. The ground guide.

C. The rigging team or designated load master.

D. The maintenance crew.

6. What is the LBZ dimension of the 5,000 Lb cargo net?

A. 5 ft x 5 ft

B. 6 ft x 6 ft

C. 4 ft x 4 ft

D. 5 ft x 6 ft

7. How many 8' chains are included in the 25K Sling Set?

A. 2

B. 6

C. 8

D. 4

8. Before lift, which party should verify that the load is rigged correctly?

A. The pilot.

B. The ground guide.

C. The maintenance crew.

D. The rigging team or load master.

9. What is the two inch tape rated capacity per wrap?

A. 60 lbs per wrap

B. 100 lbs per wrap

C. 80 lbs per wrap

D. 120 lbs per wrap

10. What is the cargo net link count?

A. 2

B. 3

C. 4

D. 5

Answers

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

Explanations

1. Which statement best describes exterior versus interior loads?

A. Exterior loads are carried beneath the helicopter

B. Interior loads are inside a cargo aircraft or vehicle

C. Exterior are inside the cabin

D. Interior are beneath

Interior loads are carried inside the aircraft's cargo area or cabin and secured there for transport. Exterior loads stay outside the aircraft, such as sling loads under a helicopter or payloads mounted on external platforms, and they require different rigging and restraint due to exposure to wind and aerodynamics. So the statement that interior loads are inside a cargo aircraft or vehicle is the best description because it accurately captures where the payload resides during transport. The other ideas are narrower or incorrect: exterior loads aren't limited to being carried beneath the helicopter, interior loads aren't confined only to the cabin (they can be in other interior cargo holds), and interior loads aren't beneath the aircraft.

2. In sling load management, why is weight distribution important for CG?

A. It affects center of gravity

B. It affects steering wheel color

C. It affects crew comfort

D. It affects fuel type

Weight distribution matters because the center of gravity is the point where the total weight of the aircraft plus the load effectively acts. In sling load operations, the load hangs away from the helicopter's own center of gravity, so its weight shifts the combined CG. That shift changes how the helicopter responds to control inputs and how stable it is in hover, transitions, and maneuvers. If the load is biased to one side or placed far from the aircraft's center, the overall CG moves accordingly, creating nose- or tail-down moments, increased pendulum swing, and harder control. Keeping the load balanced so the combined CG stays within safe limits ensures predictable handling and reduces the risk of loss of control. Other choices—such as the color of a steering wheel, crew comfort, or fuel type—do not affect the center of gravity or flight stability in sling load operations.

3. Which unit establishes coordination with the Supported and Receiving Units?

A. Aviation Unit

B. Supported Unit

C. Receiving Unit

D. Pilot and Crew Chiefs

In air assault operations, the aviation unit serves as the central coordinator between the ground elements. This unit establishes and maintains the coordination with both the Supported Unit, which is the ground element requesting lift, and the Receiving Unit, which will receive personnel or equipment. By doing this, the aviation unit develops a unified lift plan—covering timing, routes, loading and unloading procedures, and the chosen landing or pickup zones—and ensures everyone understands the plan and their role. This coordination helps deconflict movements, align security measures, and synchronize the air and ground portions of the mission. The other units and the aircrew perform essential duties, but the aviation unit is the one that formally establishes and maintains that linkage between the ground elements.

4. Which item has a 10,000 lb capacity and is used on 5,000 and 10,000 lb cargo nets?

A. 5/8 Inch Screw Pin Clevis

B. Manufactured Apex

C. 10,000 lbs capacity item

D. Silver and Black Load Binder

The main idea here is matching a part that is both rated at 10,000 pounds and designed to be the joining point used on cargo nets of different capacities. The Manufactured Apex is the standardized connector at the intersection of net strands, built to a specific 10,000 lb rating, and is used on nets that are rated for 5,000 and 10,000 lbs. That makes it the right choice because it provides a single, proven load path that remains safe across those net sizes. Other items don't fit the scenario as cleanly. A 5/8 inch screw pin clevis is a general rigging connector with varying ratings and isn't specifically tied to cargo nets' apex connections. A generic "10,000 lbs capacity item" lacks a defined role in the net assembly, so it doesn't identify a net-specific part. A silver and black load binder is a different type of hardware used to tighten straps, not a net apex component, and its rating doesn't guarantee compatibility with both 5k and 10k nets.

5. In sling load operations, who is responsible for supervising hook-up and ensuring the load is rigged properly?

A. The flight crew.

B. The ground guide.

C. The rigging team or designated load master.

D. The maintenance crew.

In sling load operations, the person supervising the hook-up and ensuring the load is rigged properly is the rigging team or the designated load master. This role is trained to inspect the load, confirm the sling configuration, attachment points, and hardware, and verify that the center of gravity and weight are within the aircraft's lifting limits. They coordinate the rigging process, communicate with the helicopter crew, and check for hazards like loose items or damaged gear before the lift. The flight crew focuses on flight execution and overall mission safety, not the on-ground rigging details. The ground guide helps with movement and marshalling on the ground, but does not oversee rigging correctness. The maintenance crew ensures equipment serviceability, but their role isn't to supervise the hook-up during a lift.

6. What is the LBZ dimension of the 5,000 Lb cargo net?

A. 5 ft x 5 ft

B. 6 ft x 6 ft

C. 4 ft x 4 ft

D. 5 ft x 6 ft

The Load Bearing Zone (LBZ) is the area of the cargo net that actually distributes the load when you're sling-loading. For a 5,000-pound cargo net, the LBZ is a 5 ft by 5 ft square. This size is chosen so the load is spread evenly across the net and through the sling attachment points, matching how the net is rigged and how the load sits within the sling system. The other dimensions don't fit the standard 5,000-pound net's design: a 6 ft by 6 ft LBZ would imply a larger net, a 4 ft by 4 ft LBZ would be too small to safely carry 5,000 pounds, and a 5 ft by 6 ft LBZ isn't the typical square pattern used for this rating.

7. How many 8' chains are included in the 25K Sling Set?

A. 2

B. 6

C. 8

D. 4

A sling set is built to create a balanced, two-leg lifting arrangement with chains of specific lengths that reach the load points safely. For a 25K (25,000 lb) rig, the standard configuration uses four chains, each eight feet long, so you can form two equal-length legs. This setup provides even load distribution and keeps the sling angle within safe limits during the lift. Having four chains allows pairing two chains per leg to achieve the required geometry and reach for common loads, which is why four is the correct count. Using fewer chains wouldn't give you the proper two-leg balance, and more chains isn't necessary for the typical 25K configuration.

8. Before lift, which party should verify that the load is rigged correctly?

A. The pilot.

B. The ground guide.

C. The maintenance crew.

D. The rigging team or load master.

Before lift, the person who verifies that the load is rigged correctly is the rigging team or load master. They're the specialists who inspect the actual rigging setup—checking that the sling configuration matches the plan, attachment points are secure, shackles and hooks are properly fastened, and the load's weight and balance meet the aircraft's limits. They verify that the center of gravity is correct, that there are no loose items, and that the load sits stable and oriented for lift. This ensures that when the aircraft takes the load, everything remains secure and controllable. The pilot's job is flight safety and control, not detailed rigging verification. The ground guide helps with movement on the ground and ensures clear paths, but doesn't assess rigging correctness. The maintenance crew checks equipment condition but isn't responsible for validating the rigging configuration against the lift plan. The rigging team/load master, by contrast, has the required training to confirm that the rigging is correct and ready for a safe lift.

9. What is the two inch tape rated capacity per wrap?

A. 60 lbs per wrap

B. 100 lbs per wrap

C. 80 lbs per wrap

D. 120 lbs per wrap

Understanding how much load a single pass of tape can hold helps you judge securement safety. The rated capacity per wrap is the amount of weight a single complete wrap around the load can resist before the tape risks slipping or failure, based on the tape's width and material. For standard two-inch tape, this per-wrap capacity is 80 pounds. So, one wrap can safely hold about 80 pounds, assuming proper technique and surface conditions. If you need to secure more weight, you'd typically add more wraps or use additional securing methods, keeping safety margins in mind.

10. What is the cargo net link count?

A. 2

B. 3

C. 4

D. 5

Cargo nets are designed with a specific number of link points to secure a load under helicopter sling rigging. The link count tells you how many attachment points the net provides to hold the cargo in place and distribute the load across the net. In standard sling-load practice, the net is produced with three primary links that align with the sling hardware and the net's tie-down pattern. This configuration gives reliable coverage and even tension across the cargo, reducing the chance of shifting in flight. If there were two links, there wouldn't be enough secure points for the load; if there were four or five, the net would not match the rigging pattern and could create uneven tension or wasted capacity. That's why the three-link arrangement is the correct specification.

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://tsaasairassaultphase2.examzify.com

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