UH60 Crew Chief 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. Photo Receptor Cells include Cones and Rods; which pairing correctly describes their day/night functions?

A. Cones—Day; Rods—Night

B. Cones—Night; Rods—Day

C. Cones and Rods both Day and Night

D. Only Rods function in Day

2. Which photopigment is found in the cones of the eye and is needed for color vision?

A. Rhodopsin

B. Photopsin

C. Opsin

D. Iodopsin

3. Identify the two primary sources of electrical power for the UH-60 and how power is distributed across buses.

A. External power is the only source; there is no engine-driven generation.

B. Two battery banks supply all buses directly.

C. Power is distributed to the main bus only, with no essential/nonessential differentiation.

D. Two Integrated Drive Generators on the engines provide electrical power, with external power available if connected; power is distributed to essential, nonessential, and main buses via the electrical system and switchgear.

4. In ARMED status, where is the bolt?

A. Forward

B. Mid position

C. Locked to the rear

D. Removed

5. Describe the basic function and major components of the UH-60 primary flight control system.

A. The primary system uses electronic fly-by-wire controls with no hydraulics.

B. Cyclic and collective inputs move the swashplate and pitch of the main rotor blades; hydraulic actuators convert pilot input to rotor movement; the tail rotor provides anti-torque control via pedal inputs.

C. The tail rotor controls main rotor lift directly.

D. The system has no pilot input and is fully automatic.

6. What is the primary consideration under 'Land as Soon as Practicable'?

A. The weather conditions at the destination

B. The available lighting

C. The urgency of the emergency

D. The aircraft maintenance status

7. Under Scotopic vision, acuity is what value?

A. 20/200

B. 20/40

C. 20/20

D. 20/60

8. ANVIS has a breakaway capability of how many grams?

A. 5-10g

B. 10-15g

C. 1-2g

D. 20-25g

9. Which hydraulic pump pressurizes the 1st stage primary servos and 1st stage tail rotary servo?

A. Number 2 hydraulic pump

B. Back up pump

C. Number 1 hydraulic pump

D. APU

10. Which unit is used to express breakaway force in the data?

A. grams

B. newtons

C. pounds

D. kilograms

Answers

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

Explanations

1. Photo Receptor Cells include Cones and Rods; which pairing correctly describes their day/night functions?

A. Cones—Day; Rods—Night

B. Cones—Night; Rods—Day

C. Cones and Rods both Day and Night

D. Only Rods function in Day

Cones and rods differ in how they respond to light, which is why the daytime/nighttime pairing fits best. Cones require brighter light and give color and fine detail, making them the primary photoreceptors for daytime, visually sharp, color-rich vision. Rods are extremely sensitive to light, so they take over in low-light conditions to detect shapes and movement at night, though they don't provide color or fine detail. Anatomically, cones cluster in the central retina (the fovea) for high acuity in bright light, while rods are more numerous in the peripheral retina to boost sensitivity in darkness. In very bright conditions, cones dominate; in dim conditions, rods drive vision. This is why the pairing is daytime for cones and nighttime for rods.

2. Which photopigment is found in the cones of the eye and is needed for color vision?

A. Rhodopsin

B. Photopsin

C. Opsin

D. Iodopsin

Color vision comes from the cone cells in the retina, and the pigment they use is iodopsin. This cone pigment is made of an opsin protein bound to a retinal molecule and exists in several forms tuned to different wavelengths (roughly blue, green, and red), which lets us distinguish colors. Rhodopsin, by contrast, is the pigment in rods and is specialized for sensing light levels in dim conditions rather than color. Photopsin is a general term sometimes used for cone pigments, but iodopsin is the specific pigment associated with cones that enables color vision.

3. Identify the two primary sources of electrical power for the UH-60 and how power is distributed across buses.

A. External power is the only source; there is no engine-driven generation.

B. Two battery banks supply all buses directly.

C. Power is distributed to the main bus only, with no essential/nonessential differentiation.

D. Two Integrated Drive Generators on the engines provide electrical power, with external power available if connected; power is distributed to essential, nonessential, and main buses via the electrical system and switchgear.

Two engine-driven Integrated Drive Generators are the primary electrical power sources, with external power available when connected. From there, power is sent to three buses through the aircraft's electrical system and switchgear: the essential bus, the main bus, and the nonessential bus. The essential bus powers critical flight instruments and controls and other systems needed to maintain safe flight. The main bus supplies the majority of loads for the helicopter's systems, while the nonessential bus handles equipment that isn't required for immediate flight safety. The switchgear and bus-tie arrangements allow power to be shared between sources and between buses, so if one source or bus drops, others can take over while preserving essential systems. External power can substitute or augment engine-driven generation when connected, ensuring the system remains powered even with engines not running.

4. In ARMED status, where is the bolt?

A. Forward

B. Mid position

C. Locked to the rear

D. Removed

In armed status, the bolt is locked to the rear. This position acts as a safety and readiness state: the weapon is prepared to fire, but the bolt is held back so no new round is chambered until you deliberately release it and cycle the mechanism. Locking the bolt to the rear prevents accidental discharge during movement or handling, and when you're ready to fire, you release the bolt forward to chamber a round and begin cycling. If the bolt were forward, a live round would already be chambered and the system would be immediately ready to fire, which isn't how the armed state is interpreted here. Mid position isn't a defined armed condition, and removed isn't a plausible state for an armed weapon.

5. Describe the basic function and major components of the UH-60 primary flight control system.

A. The primary system uses electronic fly-by-wire controls with no hydraulics.

B. Cyclic and collective inputs move the swashplate and pitch of the main rotor blades; hydraulic actuators convert pilot input to rotor movement; the tail rotor provides anti-torque control via pedal inputs.

C. The tail rotor controls main rotor lift directly.

D. The system has no pilot input and is fully automatic.

The main idea is that pilot inputs are turned into changes in rotor blade pitch to control lift, direction, and yaw, using hydraulics to move the rotor controls. When you move the cyclic, you tilt the rotor disk by shifting the swashplate, and hydraulic actuators translate that into differential blade pitch as the blades rotate, which steers the helicopter. Moving the collective changes the pitch of all main-rotor blades uniformly to raise or lower lift. The swashplate assembly (including its non-rotating and rotating parts) and the pitch links connect the cyclic and collective motions to the individual blade pitches. For yaw control, pedals alter the tail rotor's pitch to counter the main rotor's torque, producing yaw. The hydraulics amplify and transmit your inputs to these components, providing the necessary force and control precision. This system relies on pilot inputs and hydraulic power rather than electronic fly-by-wire or full automatic control, and the tail rotor is the mechanism that provides anti-torque rather than lifting the main rotor.

6. What is the primary consideration under 'Land as Soon as Practicable'?

A. The weather conditions at the destination

B. The available lighting

C. The urgency of the emergency

D. The aircraft maintenance status

The key idea is that emergencies drive the speed of your decision. Land as soon as practicable means you prioritise addressing the urgent threat to people on board by getting the helicopter on the ground as quickly as safety allows. You would not delay landing to reach a planned destination if delaying would worsen the situation or risk lives. Weather at the destination, lighting, and maintenance status all matter for where and how you land, but they don't override the need to land promptly when there is an urgent emergency. If conditions make an immediate landing unsafe, you would adjust to the nearest safe option, but the urgency of the emergency remains the primary reason to land as soon as practicable.

7. Under Scotopic vision, acuity is what value?

A. 20/200

B. 20/40

C. 20/20

D. 20/60

When lighting is low, vision shifts to the rod system, or scotopic vision. Rods are highly sensitive to light but provide poor detail because many rods converge onto the same ganglion cell and because the rods aren't concentrated in the fovea where cone vision is sharp. That combination lowers spatial resolution, so acuity drops markedly compared with daylight (photopic) vision. In practical terms, night or scotopic acuity is about 20/200, meaning you can discern details at 20 feet that a person with normal vision would need 200 feet to resolve. The other numbers imply better detail resolution than is typical for low-light conditions, so they don't fit the expected scotopic performance.

8. ANVIS has a breakaway capability of how many grams?

A. 5-10g

B. 10-15g

C. 1-2g

D. 20-25g

ANVIS is designed with a safety breakaway feature so the goggles release from the helmet mount if snagged or subjected to a sudden pull, preventing neck or equipment injury. The breakaway threshold for this system is set at about ten to fifteen grams of force. That light load is intentional: it keeps the goggles securely attached during normal movement, but allows a release long before a snag or sudden yank could cause harm or damage. If the force were much higher, the goggles wouldn't release when needed; if it were much lower, they would shed too easily during routine activity. So, ten to fifteen grams represents the intended balance for safe, functional retention.

9. Which hydraulic pump pressurizes the 1st stage primary servos and 1st stage tail rotary servo?

A. Number 2 hydraulic pump

B. Back up pump

C. Number 1 hydraulic pump

D. APU

The primary flight-control servos, including the first-stage primary servos and the first-stage tail rotor servo, are powered by the engine-driven pump that feeds the primary hydraulic system. This pump supplies the high-pressure fluid necessary for the main control actuators, giving the pilot the direct, immediate control over the rotor systems. The other pump handles the secondary circuits, and the backup pump or APU is not used to pressurize these primary servos during normal operation.

10. Which unit is used to express breakaway force in the data?

A. grams

B. newtons

C. pounds

D. kilograms

Breakaway force is a measure of a force, and in this data it's presented using gram-force—essentially the force corresponding to a one-gram mass under gravity. A gram-force is about 0.00981 Newtons, so reading "grams" here is a direct way of expressing the amount of force needed to initiate movement without converting to SI units. While Newtons or pounds-force are the standard units for force, some datasets use gram-force for small forces because it mirrors the weight of a small mass, making quick comparisons intuitive. kilograms would represent mass, not force, so they're not appropriate for expressing breakaway force.

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://uh60crewchief.examzify.com

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