

UH60 CREW CHIEF PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://uh60crewchief.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

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	15

SAMPLE

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

SAMPLE

- 1. Which of the following is NOT a Self-Imposed Stressor?**
 - A. Drugs
 - B. Exhaustion
 - C. Hypoglycemia
 - D. Altitude

- 2. Hypoxic hypoxia is defined as which condition?**
 - A. Not enough CO₂ in air
 - B. Excess oxygen in lungs
 - C. Oxygen toxicity
 - D. Not enough O₂ in air

- 3. Which pairing correctly matches the item with its weight limit?**
 - A. Cargo floor per square foot — 200 pounds
 - B. 17 cargo floor tie-down fittings — 5,000 pounds
 - C. Storage compartment floor — 125 pounds
 - D. Four cabin ceiling tie-downs — 4,000 pounds

- 4. During operation, an abnormally high engine oil temperature indicates cooling issues; what action should you take?**
 - A. Continue flight and monitor oil pressure.
 - B. Increase power to raise temperature.
 - C. Follow established procedures and call for maintenance; prepare for possible diversion if necessary.
 - D. Ignore and proceed to landing as soon as possible.

- 5. What are the primary hazard areas around the UH-60 that ground crew must avoid during engine start operations?**
 - A. Hot exhaust areas near the tail rotor.
 - B. The cockpit dash panel.
 - C. Nose landing gear area.
 - D. Inlet and rotor arcs, tail rotor area, hot exhaust, and moving components.

- 6. RP stands for?**
- A. Rendezvous Point
 - B. Recovery Point
 - C. Release Point
 - D. Reporting Point
- 7. The four cabin ceiling tie-downs have a weight limit of how many pounds?**
- A. 4,000 lbs
 - B. 3,000 lbs
 - C. 2,000 lbs
 - D. 5,000 lbs
- 8. What is the maximum airspeed limit of the Landing Light while it's extended?**
- A. 180 knots
 - B. 130 knots
 - C. 170 knots
 - D. 200 knots
- 9. Why is thread lubricant used when installing engine and transmission fasteners?**
- A. To reduce friction and ensure proper torque, preventing over-tightening.
 - B. To increase friction and make tightening harder.
 - C. It has no effect on torque readings.
 - D. It leaves a residue that attracts dirt.
- 10. Release Point (RP) in operations is best described as:**
- A. The altitude at which a load is released
 - B. The distance from the pickup zone to the drop zone
 - C. A designated waypoint used to coordinate the mission
 - D. The location where a load is released from the aircraft

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which of the following is NOT a Self-Imposed Stressor?

- A. Drugs
- B. Exhaustion
- C. Hypoglycemia
- D. Altitude**

Self-imposed stressors are factors you bring on yourself through your actions or choices, which increase the body's workload and can degrade performance. Drugs, exhaustion, and hypoglycemia fit this idea because they stem from decisions or neglect of self-care that directly affect mental or physical function. Altitude, on the other hand, is an environmental condition you encounter rather than something you choose to create. It imposes physiological stress (less oxygen, lower pressure, potential hypoxia) regardless of your actions, so it's not considered a self-imposed stressor. In a UH-60 context, you manage altitude-related stress with proper procedures such as oxygen use and acclimatization, but the stress itself isn't produced by your own choices.

2. Hypoxic hypoxia is defined as which condition?

- A. Not enough CO₂ in air
- B. Excess oxygen in lungs
- C. Oxygen toxicity
- D. Not enough O₂ in air**

Hypoxic hypoxia happens when there isn't enough oxygen in the air to keep the blood adequately oxygenated. In flight, as altitude increases, the partial pressure of oxygen in the surrounding air drops, so the lungs can't load as much O₂ onto the blood. Even with normal breathing mechanics, arterial O₂ levels fall and tissues don't get the oxygen they need. This is different from situations caused by too little CO₂ in the air (which affects respiration but not the basic oxygen content of the blood), or by oxygen toxicity (too much O₂ causing tissue damage), or from issues where the air's O₂ is actually sufficient but other factors prevent delivery. So not enough O₂ in the air is the defining condition here.

3. Which pairing correctly matches the item with its weight limit?

- A. Cargo floor per square foot – 200 pounds
- B. 17 cargo floor tie-down fittings – 5,000 pounds
- C. Storage compartment floor – 125 pounds
- D. Four cabin ceiling tie-downs – 4,000 pounds**

In this item, the key idea is that cargo restraint points on the UH-60 have published weight limits, and you must use them within those ratings. The four cabin ceiling tie-downs are designed to work together with a total capacity of 4,000 pounds, which means each tie-down is rated at 1,000 pounds. That gives a clear, standard maximum when you secure cargo using all four points. The other pairings don't align with the published restraint ratings. A per-square-foot cargo floor figure represents a distributed load concept, not a simple total rating for a set of tie-downs. A storage compartment floor limit of 125 pounds is not a typical or applicable general restraint rating for securing cargo, and the idea of 17 cargo floor tie-down fittings totaling 5,000 pounds does not match the standard count or per-point ratings used in practice. Therefore, the pairing that matches four cabin ceiling tie-downs at 4,000 pounds best reflects the actual restraint capacity.

4. During operation, an abnormally high engine oil temperature indicates cooling issues; what action should you take?

A. Continue flight and monitor oil pressure.

B. Increase power to raise temperature.

C. Follow established procedures and call for maintenance; prepare for possible diversion if necessary.

D. Ignore and proceed to landing as soon as possible.

A high engine oil temperature points to a cooling system problem that can quickly lead to oil breakdown and engine damage. Because of the safety implications, you don't improvise in flight or try to push through the issue. The correct action is to follow the published abnormal procedures and call for maintenance, while also preparing for a possible diversion if the situation cannot be resolved in the air. This approach ensures you document the abnormal condition, get expert assessment on the cooling fault, and choose a safe landing plan if needed. Continuing flight while watching oil pressure doesn't address the overheating issue and could miss a growing cooling problem. Increasing power would tend to raise oil temperature further. Ignoring the condition and simply landing at the nearest point without coordinating maintenance risks unresolved cooling faults and potential engine damage.

5. What are the primary hazard areas around the UH-60 that ground crew must avoid during engine start operations?

A. Hot exhaust areas near the tail rotor.

B. The cockpit dash panel.

C. Nose landing gear area.

D. Inlet and rotor arcs, tail rotor area, hot exhaust, and moving components.

During engine start, the key safety rule is to keep ground personnel away from parts of the aircraft where unintended interaction could cause harm or accidental operation. While hazards like hot exhaust, rotor arcs, inlets, and moving components are real and require exclusion zones, this item highlights the cockpit area as the primary concern for ground crew. The cockpit dash panel houses critical flight controls and electrical systems; if a ground crew member touches or bumps controls during startup, it could trigger unwanted actions or electrical issues. Therefore, the cockpit dash panel is identified as the main area to avoid for safe engine start operations. The other areas listed are important hazards in general, but the cockpit area is the focus here due to the potential for inadvertent control engagement.

6. RP stands for?

A. Rendezvous Point

B. Recovery Point

C. Release Point

D. Reporting Point

In this context, RP stands for the Release Point. It's the designated location where a sling-loaded or cargo load is released from the helicopter. Knowing the Release Point is essential for coordinating with the ground crew, ensuring the load lands at the intended spot, and preventing hazards from rotor wash or drift. Rendezvous Point is where units meet up, Recovery Point relates to retrieving personnel or gear, and Reporting Point is a navigation fix—none of those describe the point at which a load is released.

7. The four cabin ceiling tie-downs have a weight limit of how many pounds?

- A. 4,000 lbs**
- B. 3,000 lbs
- C. 2,000 lbs
- D. 5,000 lbs

Each of the four cabin ceiling tie-downs is rated at 4,000 pounds. The rating you're testing here is the capacity of a single anchor point, not the total capacity of all four combined. This means you must keep the load on any one tie-down to 4,000 pounds or less, distributing heavier cargo across multiple tie-downs to stay within safe limits. Options like 3,000, 2,000, or 5,000 pounds don't match the standard per-anchor rating: 5,000 would exceed the rating, while 3,000 and 2,000 underestimate the tie-down's capability. If needed, you can use multiple tie-downs to handle larger loads, but each individual tie-down remains limited to 4,000 pounds.

8. What is the maximum airspeed limit of the Landing Light while it's extended?

- A. 180 knots**
- B. 130 knots
- C. 170 knots
- D. 200 knots

Extending the landing light adds drag and subjects the light assembly, wiring, and mounting to higher aerodynamic loads. To protect that hardware and keep the light reliable, the flight manual sets a maximum airspeed for the extended configuration. The published limit is 180 knots, so staying at or below this speed keeps the light and its mechanism within safe structural tolerances, even with gusts or maneuvering. Speeds above 180 knots could over-stress the extended light or affect its alignment, risking damage or failure. So 180 knots is the correct maximum. Lower speeds listed are acceptable but not the maximum, and 200 knots would exceed the limit.

9. Why is thread lubricant used when installing engine and transmission fasteners?

- A. To reduce friction and ensure proper torque, preventing over-tightening.**
- B. To increase friction and make tightening harder.
- C. It has no effect on torque readings.
- D. It leaves a residue that attracts dirt.

Lubricating threaded fasteners controls friction so the torque you apply serves to create clamp load, not just overcome thread resistance. When threads are lubricated, friction is reduced, so the torque value more reliably translates into the desired preload. This helps ensure the fastener reaches the correct clamping force, reduces the risk of over-tightening and thread damage, and eases future disassembly by preventing galling and corrosion. Increasing friction would require more torque and make the actual load less predictable. Saying it has no effect on torque readings is incorrect because the relationship between torque and tension depends on friction. The idea that the lubricant's main purpose is to attract dirt is not correct; the primary goal is to achieve consistent, accurate torque-to-clamp-load behavior.

10. Release Point (RP) in operations is best described as:

- A. The altitude at which a load is released
- B. The distance from the pickup zone to the drop zone
- C. A designated waypoint used to coordinate the mission
- D. The location where a load is released from the aircraft**

The Release Point is the exact location where the load is let go from the aircraft. It marks the ground position of the actual release, which is critical for hitting the intended drop zone and for safety margins with obstacles and drift. Altitude at release describes how high the release happens, not where it happens. The distance from pickup to drop zone is about how far you traveled, not the specific release spot. A waypoint might be used as a navigation reference, but the core idea of the Release Point is the physical point on the ground (or in space) where the load detaches from the aircraft.

SAMPLE

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!

SAMPLE