

# Utility Helicopter 60 Black Hawk (UH-60S) Academics Exam 2 Practice (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. What are the indications for DUAL GEN FAIL?**
  - A. CONV 1/2 FAIL cautions**
  - B. CONV 1/2 FAIL cautions and AC REF BUS DEGRAD**
  - C. AC REF BUS DEGRAD only**
  - D. DUAL GEN FAIL is not indicated**
  
- 2. What does the HSP automatically prevent?**
  - A. It prevents overspeed during engine starts**
  - B. It prevents over temperature during engine starts by shutting down the engine**
  - C. It prevents loss of hydraulics**
  - D. It prevents flameout during start**
  
- 3. What is the Type of Engine?**
  - A. T700-GE-710D front drive turbo shaft engine**
  - B. T700-GE-701C turboshaft engine**
  - C. T700-GE-710D straight-turbine engine**
  - D. T700-GE-600 Series turbo shaft**
  
- 4. Which SAS channels are affected by the SAS DEGRADED advisory?**
  - A. SAS 1 and SAS 2**
  - B. SAS 1 only**
  - C. SAS 2 only**
  - D. All SAS channels**
  
- 5. The intermediate and tail gear box may run at cruise flight for how many minutes, with loss of all oil?**
  - A. 10**
  - B. 30**
  - C. 20**
  - D. 40**

- 6. Which sequence correctly describes how cockpit flight controls are transmitted to move the swashplate and tail rotor pitch?**
- A. Trim actuators → pilot assist servos → mixing unit → primary servos → swashplate and tail rotor**
  - B. Tail rotor directly commands all**
  - C. Flight controls go through electronic network to tail rotor**
  - D. Hydraulic actuators drive swashplate directly**
- 7. Which function of the DEC/EDECU is available when in DEC/EDECU Lockout?**
- A. NP Overspeed Protection**
  - B. Engine Oil Level Monitoring**
  - C. Electrical Load Shedding**
  - D. Fuel Flow Control**
- 8. Which item is included in the Abort Start Criteria?**
- A. Oil pressure only**
  - B. No rise in TGT; oil pressure; applicable RPMs within 45 sec; TGT exceeds 851 % TOT; starter drops out before 52%**
  - C. No rise in TGT; oil pressure; applicable RPMs within 60 sec; TGT exceeds 700 % TOT; starter drops out before 60%**
  - D. TGT exceeds 900 % TOT**
- 9. The APU's fuel supply is drawn from which source?**
- A. No. 2 Main Fuel Cell**
  - B. No. 1 Main Fuel Cell**
  - C. Center Tank**
  - D. External Tank**
- 10. In a tail rotor quad system, what is the described fault if one cable has snapped?**
- A. Two cables snapped**
  - B. All cables intact**
  - C. More than one cable snapped**
  - D. One cable snapped**

## Answers

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

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## **Explanations**

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## 1. What are the indications for DUAL GEN FAIL?

- A. CONV 1/2 FAIL cautions
- B. CONV 1/2 FAIL cautions and AC REF BUS DEGRAD**
- C. AC REF BUS DEGRAD only
- D. DUAL GEN FAIL is not indicated

In a UH-60 electrical system, losing both engine-driven generators is shown by how the system flags power loss and bus health. If both sources fail, you'll see two generator-related cautions—one for each converter indicating a failure on both sides—and you'll also get a message that the AC reference bus is degraded. That combination is the clearest sign that neither generator is supplying power to the AC system, leaving the aircraft to rely on emergency power sources for essential systems. The two simultaneous CONV 1/2 FAIL cautions confirm both generator channels are not providing power, and the AC REF BUS DEGRAD confirms the AC reference bus is no longer within spec due to the loss of those sources.

## 2. What does the HSP automatically prevent?

- A. It prevents overspeed during engine starts
- B. It prevents over temperature during engine starts by shutting down the engine**
- C. It prevents loss of hydraulics
- D. It prevents flameout during start

Hot Start Protection is designed to prevent an overheating start. It watches engine ITT (and related start parameters) during the start sequence, and if the temperature rises to a level that indicates a hot start or the engine isn't accelerating normally, it automatically shuts the engine down. This stops fuel flow to prevent damage from excessive temperatures, protecting the compressor and turbine during the critical start phase. Other protections handle different issues—overspeed, loss of hydraulics, or flameout during start—so the HSP's specific role is to prevent overtemperature during engine starts by shutting the engine if conditions indicate a hot start.

## 3. What is the Type of Engine?

- A. T700-GE-710D front drive turbo shaft engine**
- B. T700-GE-701C turboshaft engine
- C. T700-GE-710D straight-turbine engine
- D. T700-GE-600 Series turbo shaft

The helicopter uses a turboshaft engine to drive the rotor, and the correct designation for that configuration is the T700-GE-710D front-drive turboshaft engine. The "front-drive" part specifies how the engine's power is delivered to the main gearbox, which is a defining setup for this helicopter. The other descriptions either describe different architectures (like straight-turbine) or other variants in the T700 family that don't match the UH-60S's front-drive arrangement, so they're not the correct engine type for this context.

**4. Which SAS channels are affected by the SAS DEGRADED advisory?**

- A. SAS 1 and SAS 2**
- B. SAS 1 only**
- C. SAS 2 only**
- D. All SAS channels**

Both SAS channels are affected because the SAS DEGRADED advisory flags a system-wide degradation of the stabilization augmentation system, not just a single channel. The UH-60's SAS operates with two independent channels (SAS 1 and SAS 2) to provide redundancy. When the advisory indicates degraded performance, it means the stabilization data from the entire SAS path is not meeting normal standards, so both channels are involved in the degraded condition. If only one channel were degraded, you would expect a fault or advisory specific to that channel rather than a general degraded SAS status.

**5. The intermediate and tail gear box may run at cruise flight for how many minutes, with loss of all oil?**

- A. 10**
- B. 30**
- C. 20**
- D. 40**

The situation tests a time-based abnormal operation limit for critical gearboxes. If oil is completely lost from the intermediate gear box and tail gear box, these transmissions are designed to keep running for a limited period, specifically 30 minutes, during cruise flight. This window exists to give the crew a safe margin to control the helicopter and reach a suitable landing area before overheating or bearing damage could occur. So the best choice is the 30-minute duration because it matches the published tolerance for continuing flight without oil, balancing the need to maintain control with the reality that continued operation without lubrication can quickly lead to damage. Times shorter than that (like 10 or 20 minutes) would not align with the official limit, and a longer time (such as 40 minutes) would exceed the safe tolerance established for these gearboxes.

**6. Which sequence correctly describes how cockpit flight controls are transmitted to move the swashplate and tail rotor pitch?**

- A. Trim actuators → pilot assist servos → mixing unit → primary servos → swashplate and tail rotor**
- B. Tail rotor directly commands all**
- C. Flight controls go through electronic network to tail rotor**
- D. Hydraulic actuators drive swashplate directly**

A helicopter translates cockpit inputs through a hydraulic-electrical control chain that shapes rotor blade pitch via a mixing unit and servos, ultimately moving the swashplate and setting tail rotor pitch. The sequence starts with trim actuators that set small, steady offsets so the pilot doesn't have to fight the aircraft to maintain a desired attitude. Next, pilot assist servos provide initial help and feel, easing input workload and supporting stability. The mixing unit then combines all inputs—cyclic, collective, and yaw—into the appropriate commands for the main and tail rotors. These commands drive the primary servos, which actuate hydraulic power to move the swashplate for the main rotor blade pitch changes and to adjust tail rotor pitch for anti-torque. This chain ensures the pilot's intent is transformed into precise rotor motions. The other ideas don't fit because the system doesn't rely on the tail rotor commanding everything, nor is the control path purely electronic, and the swashplate isn't driven directly by hydraulics without the mixing and servo stages.

**7. Which function of the DEC/EDECU is available when in DEC/EDECU Lockout?**

- A. NP Overspeed Protection**
- B. Engine Oil Level Monitoring**
- C. Electrical Load Shedding**
- D. Fuel Flow Control**

When the DEC/EDECU is in lockout, normal engine control functions are disabled, but essential safety protections remain active. The Np overspeed protection is designed as a fail-safe that will trip or limit power if the propeller speed exceeds safe limits, using a hardware path that does not rely on active DEC/EDECU processing. This makes it available even during lockout. The other functions rely on active DEC/EDECU processing and sensor data: engine oil level monitoring needs oil sensors interpreted by the controller, electrical load shedding requires coordinated DEC/EDECU management, and fuel flow control is the primary function of the EDECU and isn't available when the unit is locked out.

**8. Which item is included in the Abort Start Criteria?**

- A. Oil pressure only
- B. No rise in TGT; oil pressure; applicable RPMs within 45 sec; TGT exceeds 851 % TOT; starter drops out before 52%**
- C. No rise in TGT; oil pressure; applicable RPMs within 60 sec; TGT exceeds 700 % TOT; starter drops out before 60%
- D. TGT exceeds 900 % TOT

Abort Start Criteria are the conditions that tell you to stop a helicopter start to protect the engine and gear train. The best choice lists the full set of triggers you watch for during a start: if there's no rise in TGT, that means combustion hasn't lit off and the start should be aborted; if oil pressure doesn't develop, lubrication isn't being established and continuing could damage bearings and gearboxes; the rotor RPM must come into the acceptable range within the specified 45-second window, otherwise the engine isn't spooling up correctly; if the TGT climbs beyond the safe limit (851 % TOT in this case), you're risking thermal damage; and the starter must drop out before 52% TOT, otherwise a fault in the start sequence is indicated. This combination covers ignition, lubrication, spool-up, thermal limits, and starter operation, giving a complete and safe abort framework. Other options omit one or more of these criteria or use incorrect timing/limits, so they don't fully represent the required abort conditions.

**9. The APU's fuel supply is drawn from which source?**

- A. No. 2 Main Fuel Cell
- B. No. 1 Main Fuel Cell**
- C. Center Tank
- D. External Tank

The APU uses a dedicated fuel feed from the No.1 main fuel tank (No.1 main fuel cell). This arrangement gives the APU a reliable, independent source of fuel separate from the engines, so it can run for starting and electrical/hydraulic power without draining or affecting the engines' primary fuel system. The center tank feeds the main engines and other systems, and the external tank is for extended range in special configurations, not the APU normal supply. So No.1 main fuel cell is the correct source.

**10. In a tail rotor quad system, what is the described fault if one cable has snapped?**

- A. Two cables snapped
- B. All cables intact
- C. More than one cable snapped
- D. One cable snapped**

In a tail rotor quad system, four drive cables share the load to the tail rotor. The fault description depends on how many cables are broken. If exactly one cable snaps, you have a single-cable failure while the other three remain intact, so the system describes the fault as one cable snapped. If two or more cables snapped, that would be more than one fault; if all cables were intact, there would be no fault detected.

## 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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://uh60sacademics2.examzify.com>**

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

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