

UTILITY HELICOPTER 60 BLACK HAWK (UH-60S) ACADEMICS EXAM 2 PRACTICE (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://uh60sacademics2.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 description correctly describes the Digital Electronic Control (DEC) in this system?**
 - A. It is a solid-state device mounted below the compressor casing, powered by the alternator or AC airframe power, and cooled by airflow through the scroll case
 - B. It is a hydraulic control unit located in the engine bay
 - C. It is a simple electrical switch in the cockpit
 - D. It is located in the tailcone and uses an insulation blanket

- 2. For missions longer than 6 hours, where should the engine oil level be?**
 - A. Below full mark
 - B. Full mark
 - C. Above full mark
 - D. Mid-level

- 3. The NP parameter is described as which?**
 - A. Constant
 - B. Variable
 - C. Increasing
 - D. Decreasing

- 4. Which of the following is NOT a Hot Section Module Component?**
 - A. Exhaust Frame
 - B. Combustion Liner
 - C. Stage 1 Nozzle
 - D. Gas Generator Stator

- 5. How is a leak in the 1st stage primary servos isolated?**
 - A. Turn off the master battery switch
 - B. The pilot by moving the SERVO OFF switch to the 1st stage
 - C. Pull the circuit breaker for the tail rotor system
 - D. Close the bleed valve

6. What does the TRIM BEEPER do?

- A. Movement in any of 4 directions trims the cyclic stick in that direction; Release stops cyclic movement
- B. It trims the tail rotor
- C. It locks flight controls
- D. It activates autopilot

7. When the fluid in the #1 hydraulic pump reaches 60% remaining, what caution appears?

- A. RSVR 1 HIGH
- B. PUMP 1 WARNING
- C. OIL PRESS LOW
- D. RSVR 1 LOW

8. Which SCALP function relates to angle between wing and airflow?

- A. Streamlines
- B. Angle Of Incidence
- C. Pitch Rate
- D. Collective Coupling

9. NR above what percentage is unsafe for rotor brake application?

- A. 76%
- B. 80%
- C. 70%
- D. 90%

10. Which item is NOT an Engine Module?

- A. Cold Section
- B. Hot Section
- C. Power Turbine Section
- D. Mainframe

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which description correctly describes the Digital Electronic Control (DEC) in this system?

- A. It is a solid-state device mounted below the compressor casing, powered by the alternator or AC airframe power, and cooled by airflow through the scroll case
- B. It is a hydraulic control unit located in the engine bay
- C. It is a simple electrical switch in the cockpit
- D. It is located in the tailcone and uses an insulation blanket

The Digital Electronic Control is the solid state engine control unit that governs how the engine runs by processing sensor data and commanding the fuel system and other actuators. It's placed beneath the compressor casing so it can monitor engine parameters directly and stay within easy reach of cooling air. It's powered from the aircraft's electrical system—either the alternator or AC power—so it remains powered as the engine shifts its electrical load. Cooling comes from airflow through the scroll case, which carries heat away from the DEC while the engine is operating. This setup reflects its role as an electronic controller rather than a hydraulic device, a cockpit switch, or a thermal insulation component.

2. For missions longer than 6 hours, where should the engine oil level be?

- A. Below full mark
- B. Full mark
- C. Above full mark
- D. Mid-level

On long missions the engine oil heats up for an extended time, causing the oil to expand and some amount to be consumed. You want a level that can accommodate that expansion without risking overfill, while still providing enough reserve oil for continued lubrication if some oil is consumed during the flight. Keeping the oil at mid-level gives that buffer: it's not so full that hot oil would push it into an overfull/foaming condition, and not so low that expansion or consumption would lead to oil starvation. So mid-level is the safest, most practical target for missions longer than six hours.

3. The NP parameter is described as which?

- A. Constant
- B. Variable
- C. Increasing
- D. Decreasing

Rotor speed is kept constant by the helicopter's governor. NP refers to the main rotor speed, and in normal flight the governor adjusts fuel flow to hold NP at a set value. This stable rotor speed ensures predictable blade pitch and lift, making flight control smooth and safe. The throttle or collective changes primarily affect Ng (gas generator speed), not NP, because the system is designed to keep the rotor speed steady while the engine's gas generator varies to meet power demands. So NP is described as constant because the rotor speed is actively regulated to stay at the commanded setting, rather than continually rising or falling during standard operation.

4. Which of the following is NOT a Hot Section Module Component?

- A. Exhaust Frame
- B. Combustion Liner
- C. Stage 1 Nozzle
- D. Gas Generator Stator

Hot section modules are the parts that directly handle the hottest gases produced in the engine, meaning components that live in the combustion and turbine flow path. The combustion liner is the inner wall of the combustor where fuel burns, and the stage 1 nozzle is part of the hot gas path that shapes and directs those hot gases into the turbine. The gas generator stator consists of fixed vanes in the gas generator section that guide the high-temperature flow and withstand extreme temperatures. The exhaust frame, on the other hand, sits in the exhaust/structural area downstream of the turbines and serves as a support/attachment structure rather than a component that participates in the hot gas path. So it is not considered a hot section module component.

5. How is a leak in the 1st stage primary servos isolated?

- A. Turn off the master battery switch
- B. The pilot by moving the SERVO OFF switch to the 1st stage
- C. Pull the circuit breaker for the tail rotor system
- D. Close the bleed valve

The test is about quickly isolating a hydraulic leak by targeting the affected stage. In the UH-60, the SERVO OFF switch is used to shut off hydraulic flow to a specific servo stage. Setting it to the 1st stage removes hydraulic pressure from the first-stage primary servos, effectively isolating that stage from the rest of the system. This contains the leak, reduces fluid loss, and prevents contamination from spreading, while preserving the other hydraulic circuits for continued control. Other actions aren't appropriate for this situation: turning off the master battery cuts power to the entire helicopter, pulling a tail rotor circuit breaker doesn't isolate the first-stage servos, and closing a bleed valve isn't a reliable way to stop a leak or isolate the affected circuit.

6. What does the TRIM BEEPER do?

- A. Movement in any of 4 directions trims the cyclic stick in that direction; Release stops cyclic movement
- B. It trims the tail rotor
- C. It locks flight controls
- D. It activates autopilot

The Trim Beeper adjusts the cyclic trim by moving the cyclic in a chosen direction. When you push the cyclic in one of four directions and engage trim, the system sets a new neutral position for the cyclic, so the helicopter tends to hold that attitude with less pilot input. Releasing stops the trimming movement and locks in that offset. This is used to compensate for wind, weight, or gusts without having to constantly hold the stick. It does not affect the tail rotor, nor does it lock flight controls or activate autopilot.

7. When the fluid in the #1 hydraulic pump reaches 60% remaining, what caution appears?

- A. RSVR 1 HIGH
- B. PUMP 1 WARNING
- C. OIL PRESS LOW
- D. RSVR 1 LOW**

When the reservoir level for the #1 hydraulic system drops to 60% remaining, the warning that appears is RSVR 1 LOW. This alert is built into the hydraulic warning system to warn the crew that fluid is getting low in the reservoir, which can reduce hydraulic pressure and effectiveness if not addressed. The 60% point is chosen as a sensible caution threshold so you have time to check for leaks, replenish fluid per SOP, and anticipate possible degradation in hydraulic performance. Other indicators point to different issues: a pump-related warning would signal a fault with the pump itself, engine oil pressure low indicates engine lubrication problems, and a high reservoir warning would indicate the opposite condition of fluid level, not the scenario described.

8. Which SCALP function relates to angle between wing and airflow?

- A. Streamlines
- B. Angle Of Incidence**
- C. Pitch Rate
- D. Collective Coupling

Understanding how the wing sits relative to the air is determined by the angle of incidence. This is the fixed angle between the wing's chord line and the aircraft's longitudinal axis, setting the baseline orientation of the wing in the air. In flight, the actual angle between the wing and the incoming airflow changes with speed and pitch, but the incidence angle is the geometric parameter that defines that starting relationship. Among the options, Angle Of Incidence best matches the concept of the wing's orientation relative to the air considered in SCALP. Streamlines describe how air flows around the wing, not the wing's mounting angle. Pitch rate is the speed of pitching motion about the aircraft's axis, and collective coupling concerns rotor control interactions.

9. NR above what percentage is unsafe for rotor brake application?

- A. 76%**
- B. 80%
- C. 70%
- D. 90%

NR is rotor speed expressed as a percent of the rotor's maximum speed. The rotor brake is meant to bring the rotor to a stop by dissipating the rotor's kinetic energy through friction. That energy grows quickly as the rotor spins faster, so there is a limit to how much braking the system can safely absorb. When NR exceeds 76 percent, applying the rotor brake would demand more braking torque and heat than the system is designed to handle, risking excessive loads on the transmission and brake components, and potential damage or unsafe transient forces. Therefore, using the rotor brake when NR is above 76 percent is unsafe. Below that threshold, the brake can be used more safely to stop the rotor.

10. Which item is NOT an Engine Module?

- A. Cold Section
- B. Hot Section
- C. Power Turbine Section
- D. Mainframe**

Understanding how the engine is built for a UH-60S helps you see why this item is not an engine module. The engine is organized into functional blocks: the cold section handles air intake and compression, the hot section contains the combustion process and the high-temperature pathway, and the power turbine section extracts energy from the hot gases to drive the output shaft and accessories. The mainframe, however, is the structural framework that supports and aligns the engine and its components. It doesn't perform a distinct process like compression, combustion, or energy extraction, so it isn't considered an engine module.

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://uh60sacademics2.examzify.com>

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

SAMPLE