

UTILITY HELICOPTER 60M (UH-60M) EXAM 2 PRACTICE (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. In helicopter electrical architecture, how is a bus defined?**
 - A. A grouping of circuit breakers with the same power source
 - B. A grouping of circuit breakers with mixed power sources
 - C. A single circuit breaker
 - D. A hydraulic line
- 2. What is the continuous engine oil temperature range?**
 - A. -20-135 C
 - B. 135-150 C
 - C. -40-100 C
 - D. 0-100 C
- 3. Which system keeps the engines at an approximate equal torque?**
 - A. The torque matching/load sharing system
 - B. The hydraulic balancing system
 - C. The electrical synchronization unit
 - D. The anti-surge controller
- 4. How do you manually disengage the starter?**
 - A. Push forward on the PCL to disengage the starter.
 - B. Pull down on the PCL to disengage the starter.
 - C. Pull up on the PCL to disengage the starter.
 - D. Turn off the battery before disengaging the starter.
- 5. What DEC function remains available while in lockout?**
 - A. NP over speed protection
 - B. TGT limiting
 - C. NG limiting
 - D. NR speed protection
- 6. What quantity is used as the threshold for low level fuel?**
 - A. 150 pounds
 - B. 200 pounds
 - C. 180 pounds
 - D. 220 pounds

7. How is the electrical system redundant?

- A. It has duplicate systems and components with the ability to power the aircraft for a single components failure
- B. It uses multiple independent power units and no cross-connect
- C. It relies on battery for all critical systems
- D. It has no redundancy

8. Which subsystem shuts off fuel during an overspeed event?

- A. Main Fuel Valve
- B. Engine Control Unit
- C. APU Safety Circuit
- D. DEC (Digital Electronic Sequence Unit)

9. The central component of AFCS systems is comprised of how many FCCs?

- A. One
- B. Two redundant FCCs
- C. Three
- D. Four

10. Which items are the cautions and advisory associated with the stabilator?

- A. STAB Manual Mode; STAB Unlocked; STAB Degraded Advisory
- B. STAB Manual Mode; STAB Locked; STAB Advisory
- C. STAB Automatic Mode; STAB Unlocked; STAB Advisory
- D. STAB Manual Mode; STAB Unlocked; STAB Advisory

Answers

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

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Explanations

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1. In helicopter electrical architecture, how is a bus defined?

- A. A grouping of circuit breakers with the same power source**
- B. A grouping of circuit breakers with mixed power sources
- C. A single circuit breaker
- D. A hydraulic line

A bus is a common electrical distribution node that is fed by a single power source and supplies power to multiple circuits through their protective devices. In UH-60M electrical architecture, several circuits share the same source through a bus, with each circuit protected by its own circuit breaker. This shared-source grouping defines the bus and allows organized distribution while keeping each branch protected. Thus, grouping circuit breakers that are all powered from the same source forms the bus. The other options don't fit: a single circuit breaker protects just one circuit; a hydraulic line is not part of the electrical system; and mixing power sources on one bus would risk back-feeding and is not how a bus is defined.

2. What is the continuous engine oil temperature range?

- A. -20-135 C**
- B. 135-150 C
- C. -40-100 C
- D. 0-100 C

Continuous engine oil temperature range is the span of oil temperatures at which the engine can operate indefinitely without adverse lubrication effects. For the UH-60M, that range is -20°C to 135°C. Staying within these limits keeps the oil viscous enough to coat bearings during cold starts and prevents excessive oxidation or thinning during sustained operation. If the oil gets colder than -20°C, lubrication can be insufficient for reliable startup and protection; if it exceeds 135°C, oil degradation accelerates and lubrication can fail, risking engine damage. The other ranges either omit part of this window or describe conditions outside continuous operation, which is why they're not correct.

3. Which system keeps the engines at an approximate equal torque?

- A. The torque matching/load sharing system**
- B. The hydraulic balancing system
- C. The electrical synchronization unit
- D. The anti-surge controller

Balancing engine torque is essential in a twin-engine helicopter to maintain stable flight and smooth rotor response. The torque matching/load sharing system is specifically designed to keep the engines producing nearly the same torque by coordinating their power output. It monitors each engine's torque and, if one engine starts to produce more or less than the other, adjusts fuel flow or other control inputs to bring them back into alignment. This keeps rotor torque even, reduces asymmetric thrust and yaw, and helps protect engine components by avoiding overloading one engine. The other systems do not achieve this balance: the hydraulic balancing system handles hydraulic actuators for control surfaces and systems, not engine torque; the electrical synchronization unit focuses on matching generator outputs; and the anti-surge controller prevents compressor surge within an individual engine.

4. How do you manually disengage the starter?

- A. Push forward on the PCL to disengage the starter.
- B. Pull down on the PCL to disengage the starter.**
- C. Pull up on the PCL to disengage the starter.
- D. Turn off the battery before disengaging the starter.

Pulling down on the Power Control Lever is how you manually disengage the starter. In the UH-60M, the starter is engaged when the PCL is in the start/idle range, and moving the lever downward breaks the starter drive, aborting the start without shutting off the battery or affecting other systems. This downward motion specifically de-energizes or mechanically disconnects the starter from the engine, which is why it's the correct way to disengage. The other motions would not reliably terminate the starter engagement, and turning off the battery isn't part of the standard manual starter disengagement procedure.

5. What DEC function remains available while in lockout?

- A. NP over speed protection**
- B. TGT limiting
- C. NG limiting
- D. NR speed protection

When the DEC is in lockout, electronic limits controlled by the DEC are effectively disabled, so protections like TGT limiting, NG limiting, and NR speed limiting aren't active. The one protection that remains available is the NP over speed protection—the hard, non-DEC-dependent limit that guards the rotor power turbine speed from overspeed. This safeguard is designed to function even when the DEC isn't actively controlling fuel flow or limiting parameters, providing a fundamental safety boundary to prevent excessive NP. The other limits rely on the DEC's monitoring and control, so they don't remain active during lockout.

6. What quantity is used as the threshold for low level fuel?

- A. 150 pounds
- B. 200 pounds**
- C. 180 pounds
- D. 220 pounds

Low fuel threshold is the warning point that tells you you have just enough usable fuel left to plan a safe landing or diversion with a reserve. For the UH-60M, this threshold is set at 200 pounds of usable fuel. That number is chosen to give the crew a practical margin to recognize the situation, decide on a diversion or precautionary landing, and complete the approach while still retaining a safe reserve. Fuel weight is used in the cockpit because it directly translates to performance and endurance and is the basis for planning; 200 pounds roughly equates to about 30 gallons, providing a workable and consistent cue across conditions. Values like 150 or 180 pounds would reduce your margin too much, while 220 pounds would reduce urgency, which is not how this threshold is defined in training and operations.

7. How is the electrical system redundant?

- A. It has duplicate systems and components with the ability to power the aircraft for a single components failure
- B. It uses multiple independent power units and no cross-connect
- C. It relies on battery for all critical systems
- D. It has no redundancy

Redundancy means there are duplicate power paths and components so the aircraft can keep functioning after a single failure. In the UH-60M, the electrical system is built with duplicate systems and components—two independent power sources and their distribution paths—so if one component or path fails, the other can take over and keep essential systems powered. This includes how power is generated, routed, and transferred to critical loads, allowing the helicopter to continue flight with one failure. Having duplicates with a means to switch or share power between sources is what keeps the aircraft alive after a single fault. Merely having multiple power units without a way to connect them to the essential loads would limit that capability, and relying solely on a battery for all critical systems wouldn't provide sustained or sufficient power for all essential operations. Saying there is no redundancy is the opposite of how the system is designed.

8. Which subsystem shuts off fuel during an overspeed event?

- A. Main Fuel Valve
- B. Engine Control Unit
- C. APU Safety Circuit
- D. DEC (Digital Electronic Sequence Unit)

When the engine is approaching an overspeed, the protection logic must quickly stop fuel flow to prevent damage. The Digital Electronic Sequencing Unit is the engine's safety controller that monitors speed signals and, if an overspeed condition is detected, commands the fuel shutoff to close. This rapid fuel cutoff is what protects the engine from over-rotation and structural stress. The main fuel valve is just the physical valve; it's the DEC's command to close it that actually performs the shutdown. The APU safety circuit governs the auxiliary power unit, not the main engine during overspeed, and the engine's normal fuel scheduling is handled by other controls, while overspeed protection specifically rests with the DEC.

9. The central component of AFCS systems is comprised of how many FCCs?

- A. One
- B. Two redundant FCCs
- C. Three
- D. Four

Redundancy in the AFCS core is essential because flight control is a safety-critical function. The central component of the UH-60M AFCS uses two Flight Control Computers in a dual-redundant arrangement. This means one FCC can fail and the other continues to operate, keeping the aircraft controllable. The two units monitor each other and use switching or voting logic to maintain correct control commands if a fault is detected, and to switch to the healthy unit automatically. Having two provides the necessary fault tolerance without the extra complexity, weight, and cost of more than two; a single FCC would create a single point of failure, while three or four FCCs would imply a more complex architecture that isn't how this system is designed.

10. Which items are the cautions and advisory associated with the stabilator?

A. STAB Manual Mode; STAB Unlocked; STAB Degraded Advisory

B. STAB Manual Mode; STAB Locked; STAB Advisory

C. STAB Automatic Mode; STAB Unlocked; STAB Advisory

D. STAB Manual Mode; STAB Unlocked; STAB Advisory

Stabilator status messages that alert the crew to how the stabilator is controlled and any changes in its condition are what this item tests. The cautions and advisory related to the stabilator are STAB Manual Mode, STAB Unlocked, and STAB Degraded Advisory. Manual Mode means the stabilator is under direct pilot control rather than automatic stabilization, which is a situation requiring attention to handling. Unlocked indicates the stabilator is not locked in place, affecting pitch response and stability, so you're alerted to a condition that can change control feel and authority. Degraded Advisory signals a fault or reduced capability in the stabilator system, which is a warning the crew must address. Other options include states or messages that aren't the standard cautions/advisories for the stabilator, such as a generic advisory or a status that's part of normal operation (like Locked) or a mode that isn't specifically listed as a CAC for the stabilator. That's why the combination of Manual Mode, Unlocked, and Degraded Advisory best fits the question.

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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://uh60mexam2.examzify.com>

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

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