# UTILITY HELICOPTER 60M (UH-60M) EXAM 3 PRACTICE (SAMPLE)

## STUDY GUIDE

## SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

**VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE**

https://uh60mexam3.examzify.com

# Table of Contents

# 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. In an NP Increasing/Decreasing Oscillation scenario, which indicators are observed?**

A. NP Oscillation

B. NP Oscillation and Q Oscillation greater than 5%

C. NR Oscillation

D. TGT Oscillation

**2. Mechanical diagnostics can be acquired in which modes?**

A. Automatic, prompted, or forced

B. Automatic

C. Prompted

D. Forced

**3. Which DEC/EDECU fault is characterized by NP1 and NP2 increasing with NR?**

A. High Side Failure

B. Low Side Failure

C. External power loss

D. Engine stall

**4. What cues indicate that the APU oil is hot?**

A. Oil pressure drops

B. Oil level is full

C. Oil temperature is normal

D. APU OIL HOT caution appears or OIL HOT capsule illuminates

**5. How many windshield anti-ice switches are there, and which pilots have them?**

A. Three. COPILOT, CTR, PILOT

B. Two. COPILOT and PILOT

C. Four. COPILOT, CTR, PILOT, CREW

D. One. PILOT

**6. How many quarts does the APU oil reservoir contain?**

A. 3 quarts

B. 4 quarts

C. 2 quarts

D. 5 quarts

**7. What does BIT stand for in the context of AVCS testing?**

A. Binary Integrated Timing

B. Backup In Test

C. Basic Inspection Test

D. Built in Test

**8. The IVHMS onboard memory contains data spanning approximately how many hours?**

A. 15 hours

B. 25 hours

C. 40 hours

D. 60 hours

**9. How do vibration sensors contribute to UH-60M maintenance?**

A. Detect rotor/drivetrain faults early by monitoring vibration patterns for trending.

B. Measure external air velocity.

C. Record pilot weight.

D. Adjust rotor pitch.

**10. What function do the flame detectors provide for the monitored areas?**

A. Single point detection

B. Temperature measurement

C. Audible alarm only

D. Continuous volume optical surveillance

# Answers

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

# Explanations

## 1. In an NP Increasing/Decreasing Oscillation scenario, which indicators are observed?

A. NP Oscillation

B. NP Oscillation and Q Oscillation greater than 5%

C. NR Oscillation

D. TGT Oscillation

*In an NP Increasing/Decreasing Oscillation scenario, the signals you'd see are NP oscillation paired with a noticeable oscillation in Q that exceeds 5%. NP represents the engine speed being driven up and down, so it naturally shows oscillatory behavior. As NP oscillates, the engine's torque response must adjust to follow the change in speed, which shows up as Q oscillation. When that torque fluctuation is larger than about 5%, it's a meaningful indicator that the oscillation in NP is having a significant effect on the engine's load response. NR (rotor speed) isn't the primary indicator here, since the scenario focuses on oscillations in NP and the corresponding torque response. TGT (turbine gas temperature) might vary, but it isn't the defining pair of indicators for this specific condition. So the combination of NP oscillation with Q oscillation greater than 5% best matches what's observed in this scenario.*

## 2. Mechanical diagnostics can be acquired in which modes?

A. Automatic, prompted, or forced

B. Automatic

C. Prompted

D. Forced

*Mechanical diagnostics can be acquired in three modes: automatic, prompted, or forced. Automatic means the system continuously monitors and logs diagnostics without operator input, providing ongoing data for trends and fault detection. Prompted mode lets the operator request a diagnostic capture at a specific time or condition, enabling targeted troubleshooting. Forced mode triggers a diagnostic capture regardless of the normal schedule, often used during fault isolation or testing to obtain immediate data. This combination covers routine monitoring, on-demand checks, and rapid diagnostics, which is why it's the best answer.*

## 3. Which DEC/EDECU fault is characterized by NP1 and NP2 increasing with NR?

A. High Side Failure

B. Low Side Failure

C. External power loss

D. Engine stall

*A high-side fault on the engine speed sensing channels explains NP1 and NP2 rising as NR increases. When a channel has a high-side fault, the sensor output sits higher than the true speed. As rotor speed (NR) climbs, these overrange readings for NP1 and NP2 tend to rise in step with NR, making the signals appear to increase with rotor speed even if the actual engine speed isn't matching that rise. This pattern is typical of a high-side fault in the DEC/EDECU speed inputs. A low-side fault would bias the signals low, not high; external power loss would disrupt sensing or kill signals rather than produce a monotonic rise; engine stall would cause NP to fall or fail to accelerate, not increase with NR.*

## 4. What cues indicate that the APU oil is hot?

A. Oil pressure drops

B. Oil level is full

C. Oil temperature is normal

D. APU OIL HOT caution appears or OIL HOT capsule illuminates

*When oil gets too hot, the helicopter's warning system directly alerts you with the APU OIL HOT caution or the OIL HOT indicator. This light or capsule is tied to the oil temperature sensor, so it's the explicit cue that the oil has exceeded its acceptable temperature. Other signs, like oil pressure drops or the level being full, don't tell you that the oil is hot—pressure can vary for pump or leak reasons, and level doesn't reflect temperature at all. If the temperature is normal, the hot indicator won't be illuminated.*

## 5. How many windshield anti-ice switches are there, and which pilots have them?

A. Three. COPILOT, CTR, PILOT

B. Two. COPILOT and PILOT

C. Four. COPILOT, CTR, PILOT, CREW

D. One. PILOT

*Windshield anti-ice is an independently controlled heating function for each windshield pane, so the crew can manage icing on the specific pane that needs heat without unnecessary load on the system. In the UH-60M, there are three switches: one for the pilot's windshield, one for the co-pilot's windshield, and a center/shared windshield switch. The center switch (CTR) provides control of the center pane and can be used by either crew member as needed. This setup ensures all three windshield panes can be heated as required to maintain visibility in icing conditions.*

## 6. How many quarts does the APU oil reservoir contain?

A. 3 quarts

B. 4 quarts

C. 2 quarts

D. 5 quarts

*The main idea is knowing the exact oil capacity specified for the APU lubrication system. The UH-60M APU oil reservoir is designed to hold three quarts. This precise amount ensures there's enough oil to lubricate and cool the APU without overfilling, which can cause foaming or oil venting, or underfilling, which could lead to inadequate lubrication. So, three quarts matches the manufacturer's specification.*

## 7. What does BIT stand for in the context of AVCS testing?

A. Binary Integrated Timing

B. Backup In Test

C. Basic Inspection Test

D. Built in Test

*Built In Test is the self-diagnostic capability embedded in AVCS. It runs on power-up and during operation to verify the hardware, software, sensors, and actuators involved in the vibration control system. The test checks that components like accelerometers, processors, and actuators are operating within specified limits, ensures the control loops are functioning, and logs fault codes if anything is out of spec. The results tell maintenance and operators whether the AVCS is healthy or needs troubleshooting. The other options don't fit aviation terminology for this context—Binary Integrated Timing, Backup In Test, and Basic Inspection Test aren't the standard AVCS BIT terms.*

## 8. The IVHMS onboard memory contains data spanning approximately how many hours?

A. 15 hours

B. 25 hours

C. 40 hours

D. 60 hours

*IVHMS onboard memory is designed to hold a rolling window of health, status, and fault data from the helicopter's subsystems. The system is sized to preserve roughly 25 hours of this data, providing enough history to analyze trends and correlate events between flights without requiring an excessive amount of memory. The exact span can vary somewhat with how data is sampled and logged, but 25 hours is the typical figure used for planning and troubleshooting. Shorter windows (like 15 hours) might miss longer fault sequences, while much longer windows (40 or 60 hours) would demand more memory and processing resources that aren't necessary for normal maintenance needs.*

## 9. How do vibration sensors contribute to UH-60M maintenance?

A. Detect rotor/drivetrain faults early by monitoring vibration patterns for trending.

B. Measure external air velocity.

C. Record pilot weight.

D. Adjust rotor pitch.

*Vibration sensors are a form of condition-based monitoring used to catch rotor and drivetrain faults early. In the UH-60M, they continuously monitor vibrations from critical rotating components and feed that data into trend and spectral analyses. By establishing baselines and watching how vibration patterns evolve over time, technicians can spot issues such as imbalance, misalignment, bearing wear, or gear mesh faults before they cause failures. This enables planned maintenance, timely part replacement, and reduced unplanned downtime, all while helping keep flight safety high. Other options don't fit because measuring external air velocity is the job of air data sensors, not vibration sensors; recording pilot weight isn't a function of vibration monitoring; and rotor pitch is adjusted by the flight control system, not by interpreting vibration data.*

**10. What function do the flame detectors provide for the monitored areas?**

A. Single point detection

B. Temperature measurement

C. Audible alarm only

D. Continuous volume optical surveillance

*Flame detectors provide continuous volume optical surveillance of the monitored areas. They use optical sensing to detect flame signatures anywhere within their field of view, giving constant coverage across a defined space rather than relying on a single fixed point. This allows for rapid detection of a flame anywhere in the protected area and can trigger alarms or suppression systems as needed. They are not simply measuring temperature or limited to an audible alert; their primary function is to monitor the entire volume optically for flame presence.*

# 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://uh60mexam3.examzify.com

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