

Test Hazard Analysis Worksheet																																			
Test Title: Trim Tests Demo	<b>Subjective Probability of Occurrence</b> <table border="1"> <thead> <tr> <th>Hazard Category</th> <th>high</th> <th>probable</th> <th>uncertain</th> <th>remote</th> <th>improbable</th> </tr> </thead> <tbody> <tr> <td>catastrophic</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>critical</td> <td>High</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>marginal</td> <td></td> <td></td> <td>Medium</td> <td>Low</td> <td></td> </tr> <tr> <td>negligible</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					Hazard Category	high	probable	uncertain	remote	improbable	catastrophic						critical	High					marginal			Medium	Low		negligible					
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Aircraft/System:																																			
Hazard:																																			
1) - Loss of aircraft control during FAR requirements testing 2) - Exceeding published configuration speed limits																																			
Cause:																																			
1) Failure to maintain aircraft control while demonstrating the ability to fly the aircraft using trim only																																			
Effect:																																			
1) Ground impact/aircraft destroyed/damaged/crew death/injury 2) Structural damage to aircraft																																			
Minimizing Procedures:																																			
1) Cautiously apply trim inputs during FAR requirements assessment 2) Cautiously apply power to assess it's effects on trim changes 3) Crew will review all airspeed limitations 4) Crew will not exceed $V_{NE}$ while allowing aircraft to reach $V_H$ 5) Crew will not exceed $V_{FE}$ during points with flaps down																																			
Emergency Procedures:																																			
1) Reduce airspeed to below $V_{ne}$ and smoothly apply recovery control inputs 2) Reduce angle of attack if aircraft enters a stall condition 3) If $V_{FE}$ is exceeded, and no visual damage has occurred, slow below $V_{FE}$ , retract flaps and land 4) If structural damage has occurred, slow airspeed below $V_a$ and return to land. DO NOT change aircraft configuration.																																			
Risk Level (after minimizing procedures taken into account):																																			
High ____ Medium ____ Low <u>XXX</u>																																			