

Test Hazard Analysis Worksheet						
Test Title: Stall Characteristics	Hazard Category					
	Subjective Probability of Occurrence					
		high	probable	uncertain	remote	improbable
Aircraft/System:	catastrophic					
	critical	High				
	marginal	Medium		Low		
	negligible					
Hazard: Aircraft forced to make off-field landing.						
Cause: Loss of engine power						
Effect: Aircraft damage; Potential aircrew injury.						
Minimizing Procedures: 1. Entry altitude should be a minimum of 2000 ft AGL (B-35 4000 ft AGL, turpoprop/jet 5000 ft AGL) 2. Engine temperature (Cylinder Head Temperature, EGT, oil temp, etc) will be monitored. 3. Aux tanks should not be used for stall tests. 4. If engine remains at idle for greater than 30 seconds, clear the engine.						
Emergency Procedures: If engine temperature approaches limit, power will be reduced and airspeed increased. Alternating power-on with power-off stalls may be helpful.						
Risk Level (after minimizing procedures taken into account): High ____ Medium ____ Low <u> X </u>						

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Minimizing Procedures: 1. Entry altitude should be a minimum of 2000 ft AGL (B-35 4000 ft AGL, turpoprop/jet 5000 ft AGL) 2. No aggravated input stalls. All stalls accomplished "ball-centered" 3. No asymmetric power stalls in multiengine aircraft. 4. Departure/spin recovery discussed in preflight briefing.																																									
Emergency Procedures: If aircraft departs controlled flight, immediately retard power to idle and centralize controls. If aircraft enters spin, accomplish spin recovery procedure.																																									
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