

Test Hazard Analysis Worksheet																																					
Test Title: <p style="text-align: center;">Glider spins</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="width: 15%; text-align: left; padding: 5px;">Hazard Category</th> <th colspan="5" style="text-align: center; padding: 5px;">Subjective Probability of Occurrence</th> </tr> <tr> <th style="width: 15%; text-align: center; padding: 5px;">high</th> <th style="width: 15%; text-align: center; padding: 5px;">probable</th> <th style="width: 15%; text-align: center; padding: 5px;">uncertain</th> <th style="width: 15%; text-align: center; padding: 5px;">remote</th> <th style="width: 15%; text-align: center; padding: 5px;">improbable</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">catastrophic</td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> <td></td> <td></td> </tr> <tr> <td style="padding: 5px;">critical</td> <td colspan="2" style="text-align: center; background-color: #cccccc;">High</td> <td colspan="3" rowspan="2" style="text-align: center; background-color: #cccccc;">Medium</td> </tr> <tr> <td style="padding: 5px;">marginal</td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> </tr> <tr> <td style="padding: 5px;">negligible</td> <td></td> <td></td> <td colspan="3" style="text-align: center; background-color: #cccccc;">Low</td> </tr> </tbody> </table>					Hazard Category	Subjective Probability of Occurrence					high	probable	uncertain	remote	improbable	catastrophic						critical	High		Medium			marginal			negligible			Low		
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Hazard: Aircraft impacts ground																																					
Cause: Loss of control of aircraft (failure to regain control after intentional departure/spin)																																					
Effect: Loss of aircraft. Aircrew death or injury.																																					
Minimizing Procedures: 1. All spin entries at 2500'AGL or higher 2. Flight manual recovery initiated at 2000'AGL or higher 3. Bailout altitude of 1500'AGL or higher. 4. Canopy retention strap disconnected prior to any spin flight 5. Alternate spin recoveries will not be held for more than two turns before reverting to flight manual recovery. 6. IP will watch for spiral characteristics and call for immediate recovery if observed.																																					
Emergency Procedures: If aircraft has not recovered from spin by 1500'AGL, jettison canopy and bailout.																																					
Risk Level (after minimizing procedures taken into account): <p style="text-align: center;">High ____ Medium ____ Low <u>X</u></p>																																					