

Test Hazard Analysis Worksheet																																									
Test Title: Asymmetric Flying Qualities	<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="padding: 5px;">Hazard Category</th> <th colspan="5" style="padding: 5px;">Subjective Probability of Occurrence</th> </tr> <tr> <th style="padding: 5px;"></th> <th style="padding: 5px;">high</th> <th style="padding: 5px;">probable</th> <th style="padding: 5px;">uncertain</th> <th style="padding: 5px;">remote</th> <th style="padding: 5px;">improbable</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">catastrophic</td> <td style="background-color: #444; color: white;"></td> <td style="background-color: #444; color: white;"></td> <td style="background-color: #ccc;"></td> <td></td> <td></td> </tr> <tr> <td style="padding: 5px;">critical</td> <td style="background-color: #444; color: white; text-align: center; font-weight: bold;">High</td> <td></td> <td style="background-color: #ccc; text-align: center; font-weight: bold;">Medium</td> <td></td> <td></td> </tr> <tr> <td style="padding: 5px;">marginal</td> <td></td> <td></td> <td></td> <td style="background-color: #ccc; text-align: center; font-weight: bold;">Low</td> <td></td> </tr> <tr> <td style="padding: 5px;">negligible</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					Hazard Category	Subjective Probability of Occurrence						high	probable	uncertain	remote	improbable	catastrophic						critical	High		Medium			marginal				Low		negligible					
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Aircraft/System: Impala																																									
Hazard: Loss of aircraft control																																									
Cause: Airspeed allowed to decrease below minimum aileron control speed for asymmetric load																																									
Effect: Loss of aircraft; Injury or death of crew																																									
Minimizing Procedures: <ol style="list-style-type: none"> 1. Maximum asymmetric load for this flight will be 33,957 in-lbs. AFM limit is 35,000 in-lbs 2. Crew will confirm no more than 24.5 gallons in pylon fuel tank 3. Minimum takeoff and landing speeds will be minimum aileron <u>trim</u> speed 4. If pylon fuel tank does not feed, use minimum of 113 knots for landing 5. If pylon tank and tip tank on same wing as pylon tank do not feed, dump tiptank fuel 6. Check aileron trim prior to landing, if concerned about tank fuel configuration 7. Attempt to land with crosswind on heavy wing side 8. Maximum crosswind for takeoff is 10 kts, preferably from heavy wing side 																																									
Emergency Procedures: If aircraft starts uncommanded roll, immediately lower nose and increase airspeed																																									
Risk Level (after minimizing procedures taken into account): High ____ Medium ____ Low <u>X</u>																																									

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Hazard: Blown tire																																								
Cause: Ground speed exceeds maximum tire speed (130 kts ground speed) when increasing takeoff speed to minimum aileron trim speed (113 kts IAS) for the asymmetric load																																								
Effect: Loss of aircraft; Injury or death of crew																																								
Minimizing Procedures: 1. Maximum tailwind component of 5 knots																																								
Emergency Procedures: Do not retract landing gear if blown tire suspected.																																								
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