

# British Model Flying Association

## 5. Risk Assessment Template for use by Model Flying Clubs.

### SECTION 1.

### CLUB DETAILS

Name of model club **BDMAC**  
 Location of flying site **Pleasington playing fields Blackburn, Lancashire**  
 Site owners name **Blackburn With Darwen Borough Council**  
 BMFA club number **0024** Date of assessment **01/01/2002**  
 Assessor's name 1 **Kevin A Watson F.I.B.M.S.** Signature **K A Watson**  
 Position in club **Hon Sec**  
 Assessor's name 2 **Christopher Boardman** Signature **C Boardman**  
 Position in club **Chairman**  
 Risk assessment checked and authorised by club committee on **05 / 01 / 2002**  
 REVIEW OF ASSESSMENT DUE ON **05 / 01 / 2003**  
 Unless circumstances relating to operation change a period not exceeding 12 months is suggested.

### SECTION 2.

### SUBJECT ASSESSED

The operation of radio controlled model aircraft only at the site specified above.

### SECTION 3.

### PERSONS AT RISK (tick)

Model club members  YES Members of the public  YES Other  YES  
 Specify here a response to "Other" **Vehicles / horses / organised games**

### RISK ASSESSMENT SELECTION LIST

for use in section 4

Potential severity (A)	score	Frequency (B)	score	Risk rating A x B
Trivial	= 1	Highly unlikely occurrence	= 1	<b>0 – 5 low</b>
Minor injury	= 2	Possible occurrence	= 2	
Serious injury	= 3	Quite possible occurrence	= 3	<b>6 – 15 medium</b>
Fatality	= 4	Likely occurrence	= 4	
Major-multiple deaths	= 5	High occurrence	= 5	<b>16 – 25 high</b>

Now proceed to section 4 and list the HAZARDS you have determined.

Place the score for the SEVERITY and FREQUENCY in the boxes. Calculate the "RISK FACTOR" by multiplication of the 2 scores. Add your own supporting comments as required – particularly where a control measure has been introduced and the risk factor has been reduced.

**SECTION 4.**

**RISK ASSESSMENT BEFORE & AFTER CONTROL MEASURES**

**IDENTITY OF HAZARD**

1 Public entering exclusion zone during flying session, possible impact with models

**COMMENTS – CONTROL MEASURES**

Warning signs erected, safety marshals appointed, megaphone purchased, police exclusion zones, ground models if problem persists

2 Model control loss, resultant injury or damage to persons or property anywhere on site

**COMMENTS – CONTROL MEASURES**

Strict flight patterns, model exclusion areas delineated, adherence to BMFA guidance re take off and landing patterns 30 and 50 M markers.

3 Impact by any model into flight line / pits

**COMMENTS – CONTROL MEASURES**

Unrestrained models banned at all times, restraint needed prior to start-up and up to take-off - club rules, control pits and start up area, restrict access

4 Impact / loss of control over organised games ie cricket / gymkhana etc

**COMMENTS – CONTROL MEASURES**

Change club rules, safety marshal shall restrict numbers of aircraft airborne to a maximum of 6 at busy times, alter flight pattern so as not to over-fly, restrict operations of large models accordingly, contact council official so as to eliminate problem as soon as practicable

5 Loss of control (pilot error - student / novice)

**COMMENTS – CONTROL MEASURES**

Club rules, promote BMFA achievement scheme, increase registered and approved instructors, only allow B cert. pilots to instruct, No novices to fly without supervision. Heli pilots, as above but A cert. heli pilots may supervise students in hover and basic control. Promote dual control

6 Model impact with vehicles

**COMMENTS – CONTROL MEASURES**

Control car parking areas, advise to park under trees, strict flight pattern and control of exclusion areas.

**SEVERITY**

1 5

**RESIDUAL**

4

2 4

**RESIDUAL**

4

3 3

**RESIDUAL**

3

4 5

**RESIDUAL**

5

5 4

**RESIDUAL**

4

6 4

**RESIDUAL**

4

**FREQUENCY**

3

**RESIDUAL**

1

2

**RESIDUAL**

1

4

**RESIDUAL**

1

4

**RESIDUAL**

2

ground models to make this a level 1

1

4

**RESIDUAL**

2

1

2

**RESIDUAL**

1

**RISK VALUE**

15

**RESIDUAL**

4

8

**RESIDUAL**

4

12

**RESIDUAL**

3

20

**RESIDUAL**

10

Suggest re appraisal in 8 weeks

5

16

**RESIDUAL**

8

suggest flying at higher altitudes to gain more warning / recovery time

4

8

**RESIDUAL**

4

**SECTION 4.**

**RISK ASSESSMENT BEFORE & AFTER CONTROL MEASURES**

**IDENTITY OF HAZARD**

7 Control of injury / get assistance in event of incident

**COMMENTS – CONTROL MEASURES**

Named first aid appointed persons, provision of first aid kit, provision of mobile telephone for emergency use.

8 Fire / explosion risks on site

**COMMENTS – CONTROL MEASURES**

Suggest members carry personal fire extinguishers - mandatory for gas turbines and petrol engines - restrict smoking in high risk areas. See BMFA guidance on old nitro based fuels Education re bare battery terminals etc

9 Cross frequency modulation interference

**COMMENTS – CONTROL MEASURES**

Group all fixed wing pilots in specified area  
Group all heli pilots in specified area  
Observe close grouping - no lone Tx.  
Observe strict channel spacing - evens for helis - odds for fixed wing models

10 Radio interference ????

**COMMENTS – CONTROL MEASURES**

Usually self inflicted - observe strict Tx pound and control  
Regular use of scanner and RF monitor, ensure pennants displayed, Club has allocated new peg boards of standard design to 50 members(2002). Insist on peg board use  
NO known external sources eg microwave transmissions  
Educate via newsletter and web site - vigilance at all times by experienced pilots

11 Loss of control - model structural / radio failures

**COMMENTS – CONTROL MEASURES**

Club rules, promote BMFA achievement schemes, strict scrutiny of "new" models, safety / stress checks, education as in 10 above, promote battery checkers and cycling, observance of sensible flying practices and pre / post flight checks. Ground any suspect models.

12 large model flying (see club rules re test flights)

**COMMENTS – CONTROL MEASURES**

B cert or over needed, engines capacity > 10cc controlled by committee, strict control all round, limit flying to models of similar size and type CAA ANO failsafes etc

**SEVERITY**

7 5

**RESIDUAL**

4

8 4

**RESIDUAL**

4

9 3/4

**RESIDUAL**

3/4

10 5

**RESIDUAL**

5

11 5

**RESIDUAL**

5

12 5

**RESIDUAL**

5

**FREQUENCY**

2

**RESIDUAL**

1

2

**RESIDUAL**

1

4

**RESIDUAL**

1

5

**RESIDUAL**

2

ground models and take all steps to find source and eliminate eg;- faulty Tx

1

3

**RESIDUAL**

1

2

**RESIDUAL**

1

**RISK VALUE**

10

**RESIDUAL**

4

8

**RESIDUAL**

4

12/16

**RESIDUAL**

3/4

25

**RESIDUAL**

10

5

15

**RESIDUAL**

5

10

**RESIDUAL**

5

**SECTION 4.****RISK ASSESSMENT BEFORE & AFTER CONTROL MEASURES**

<b><u>IDENTITY OF HAZARD</u></b>	<b><u>SEVERITY</u></b>	<b><u>FREQUENCY</u></b>	<b><u>RISK VALUE</u></b>
13 Injury to 3 <sup>rd</sup> parties by model wreckage / rubbish  <b>COMMENTS – CONTROL MEASURES</b> Club rules, education , safety marshal, provision of bin bags, removal of all wreckage from impact site, especially "sharps" remember we are not sole users of this site.	13      2/3  <b>RESIDUAL</b>  2/3	3  <b>RESIDUAL</b>  1	6  <b>RESIDUAL</b>  2/3
14 Injury to self / 3 <sup>rd</sup> parties entering site by car  <b>COMMENTS – CONTROL MEASURES</b> Observe safety signs and mandatory speed limits, show consideration to other users, especially horses.. Secure all model items in such a way that in the event of sudden impact they will not slide forwards and cause you injury Be especially careful with fuels	14      4  <b>RESIDUAL</b>  4	2  <b>RESIDUAL</b>  1	8  <b>RESIDUAL</b>  4
15 Fly away models  <b>COMMENTS – CONTROL MEASURES</b> Geography of site will minimise this but education to fly closer in , maintenance and observance of club safety rules will lessen probability	15      4  <b>RESIDUAL</b>  4	3  <b>RESIDUAL</b>  1	12  <b>RESIDUAL</b>  4
16  <b>COMMENTS – CONTROL MEASURES</b>	16  <b>RESIDUAL</b>	<b>RESIDUAL</b>	<b>RESIDUAL</b>
17  <b>COMMENTS – CONTROL MEASURES</b>	17  <b>RESIDUAL</b>	<b>RESIDUAL</b>	<b>RESIDUAL</b>
18  <b>COMMENTS – CONTROL MEASURES</b>	18  <b>RESIDUAL</b>	<b>RESIDUAL</b>	<b>RESIDUAL</b>
19  <b>COMMENTS – CONTROL MEASURES</b>	19  <b>RESIDUAL</b>	<b>RESIDUAL</b>	<b>RESIDUAL</b>

