



## Risk assessment

**Club Name: Reading and District Model Aircraft Club**

**Assessment carried out by: Club Chairman**

**Date assessment was carried out: May 2024**

**Date of next annual review: February 2025**

### Document history:

<b>Date of update</b>	<b>What has changed</b>	<b>Author</b>
<b>22/05/2024</b>	<b>Added in x-ref to Flying Field Rules where appropriate</b>	<b>Andy Warlow</b>
<b>13/11/2025</b>	<b>Annual review. No changes required</b>	<b>Andy Warlow</b>
<b>27/02/2026</b>	<b>New risk identified when the flying strip is flooded and flying takes place over water when flying over water</b>	<b>Andy Warlow</b>



What are the hazards?	Who might be harmed and how?	What are you already doing to control the risks?	What further action do you need to take to control the risks?	Who needs to carry out the action?	When is the action needed by?	Done
<p><b>Injury to a member of the general public by aircraft landing</b></p>	<p>General public hit by model aircraft landing</p>	<p>Flying Field Rule 7 – No lone flying. The pilot must be accompanied by a ‘look-out’ for members of the general public approaching/crossing/walking on the landing strip.            Flying Field Rule 8 - club members in the pits act as look-out, warning the member flying and also warning the member of the public.            Flying Field Rule 9 - if the public choose to ignore the warnings and continue towards the landing strip when a model is on landing approach, the flier must go around again until the hazard clears. If the hazard does not clear, the flier may have to land in a clear area away from the landing strip. The club has no authority to stop the general public crossing/approaching the flying strip.</p>	<p>None identified.</p>			



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		<p>In agreement with TVP management a warning sign has been erected. This yellow and black sign, design approved by TVP management, warns the public to 'be aware'.</p> <p>Flying Field Rule 18 - any incident involving injury to a member of the general public must be reported to the TVP Security Office immediately.</p> <p>Flying Field Rule 18 - any incident involving serious injury to a member of the general public or a fatality must be reported to the Air Accident Investigation Board as required under Article 16.</p>				
<p><b>Injury to a member of the general public from aircraft taking off</b></p>	<p>Member of the general public hit by model aircraft taking off</p>	<p>Flying Field Rule 7 – No lone flying. The pilot must be accompanied by a 'look-out' for members of the general public approaching/crossing/walking on the landing strip.</p>				



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		<p>Flying Field Rule 8 - club members in the pits act as look-out, warning the member flying and also warning the member of the public.</p> <p>Flying Field Rule 10 - if the runway/immediate area in line with the runway is obstructed by members of the public, the pilot must wait for that area to clear before taking off.</p> <p>Flying Field Rule 18 - any incident involving injury to a member of the general public must be reported to the TVP Security Office immediately.</p> <p>Flying Field Rule 18 - any incident involving serious injury to a member of the general public or a fatality must be reported to the Air Accident Investigation Board as required under Article 16.</p>				
<b>Injury to a member of the</b>	Member of the general public	The general public are often attracted to the models on	None identified			



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<b>general public by model in the pits</b>	injured by model aircraft in the pits with engine running	the ground in the pits. If young children approach their parents are warned by members not to approach a model with the engine running. Flying Field Rule 17 - unrestrained i.c. models are banned. A restraint is required prior to starting up an i.c. engine.				
<b>Injury to a club member in the pits</b>	Club member hit/injured by model aircraft in the pits during engine start-up.	Flying Field Rule 17 - unrestrained i.c. models are banned. A restraint is required prior to starting up an i.c. engine.	None identified			
<b>Injury to a member of the general public by a model aircraft following loss of control</b>	Member of general public injured by aircraft following loss of control by pilot	Flying Field Rule 6 - before being allowed to fly unsupervised, a member must pass the BMFA achievement scheme test and achieve a pass at 'A' certificate. This certificate test, tested by a BMFA qualified examiner, provides an independent assessment	None identified			



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		<p>of a flier's ability to fly safely. Members who are beginners are taught to fly and pass the 'A' certificate by more experienced members and are on a 'buddy lead'. This allows the trainer to take control of the model to avoid accidents during training. Beginners/novices are not allowed to fly without supervision.</p> <p>Flying Field Rule 18 - any incident involving injury to a member of the general public must be reported to the TVP Security Office immediately.</p> <p>Flying Field Rule 18 - this must also be reported to the Air Accident Investigation Board as required under Article 16.</p>				
<b>Model impact with parked cars</b>	General public/parked cars	Flying Field Rule 11 – the area of land behind the runway is identified as 'dead space' and members are taught not to enter this space	None identified			



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		when flying. Roadside parking is in this 'dead space'.				
<b>Fly away models or a model which crashes outside of a defined area around the flying strip</b>	General public	Flying Field Rule 18 - if a member suffers a model 'fly away' or crashes outside of a defined area around the runway they are required to submit an 'Incident Report' to the club chairman. Incident Reports are reviewed at each committee meeting to try and identify any common factors that the club might be able to act on to avoid repetition. Flying Field Rule 18 – if the crash injures a member of the public, this must be reported to TVP security immediately. This must also be reported to the CAA (Article 16).	None identified			
<b>Member of general public injured by</b>	General public	Flying control line aircraft is restricted to a mown area away from the runway and away from the path used by	None identified			



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control-line aircraft		the general public. The mown area is positioned so that the models are distanced from surrounding paths.				
Injury to member of the public when flying off water during flooding of the flying strip	General public hit by a model when taxiing back to the waters edge	<p>During the winter, when the the river Thames floods, the landing strip is not useable. However, some members own float planes which are able to take off from and land on water. Because the flying area is submerged, these models are flown from the footpath alongside the dual-carriageway and on landing, they are taxied back to the waters edge before being recovered.</p> <p>The flooded area is contained by the bank along the dual-carriageway. In the event of a pilot losing control of a model while taxiing back, the bank will absorb the impact/reduce the speed of the model so minimizing the</p>	None identified			



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		risk to injury of any member of the public.				
<b>Signal loss when flying site is flooded and flying is thus over water resulting in model going into failsafe mode</b>	Minor risk to general public from descending model	Members have been advised of this risk and told to keep models away from end of hedge near to river where this risk exists, and to keep close to the pilot. Monitoring has identified a variety of signals in the area within the 2.4Ghz bandwidth but given the business park and the cameras installed at various businesses around our site, maybe that is to be expected. Given that we use frequency hopping these background signals are probably not a problem.	Models going to failsafe appears to result from transmitter signal being reflected off the water. In some cases allows the signal reflections to combine, become out of phase, and thus causing a dead spot. Continue monitoring to confirm the interference goes when the water recedes and that the background 'noise' is not an issue.	Club members will monitor and report back to the Club committee.	To be completed as flood waters recede and normal ground conditions return.	

More information on managing risk: [www.hse.gov.uk/simple-health-safety/risk/](http://www.hse.gov.uk/simple-health-safety/risk/)