

Risk Assessment for flying model aircraft

This covers areas open to the public e.g. recreation grounds and other public spaces including private club sites where the public might gain access

<u>Hazards identified</u>	<u>Who might be harmed and how</u>	<u>Steps taken to minimise risk of harm</u>
There are potential injuries from a rotating propeller	<ul style="list-style-type: none"> • Pilot and Assistants • Members of the public 	<ul style="list-style-type: none"> • When arming or starting the model, the model is to be restrained and pointed away from all personnel • After landing the model is to be restrained by the pilot until it is disarmed or the engine stopped
The model might hit a person or fixed object causing injury or damage.	<ul style="list-style-type: none"> • Pilot and Assistants • Members of the public • Local buildings and equipment 	<ul style="list-style-type: none"> • All operations to be in accordance with the current BMFA rules for flying model aircraft • The pilot is to advise any members of the public who approach that they must keep clear of the model flying and keep a good lookout at all times • If the pilot considers that there are too many people in the vicinity for safe flying, the flight should be delayed till they have dispersed • The model weight is to be below 3.5kg to minimise potential for injury (note legal max is actually 7.5kg). • Where there is a large group of spectators a competent observer should be present to assist the pilot • The pilot is not to fly the model within 30 metres of any uninvolved person except for landing and take off where the minimum spacing is 15 metres. • The pilot is to ensure that the weather conditions are suitable for the flight and model type • The pilot is to be aware of and follow the specific club flying site guidelines on the club website as applicable • For the annual Girton fete display, additional safety precautions are detailed in the Girton fete flight safety instructions document

<p>A camera equipped FPV model may interfere with the privacy of uninvolved people</p> <p>An FPV model may endanger people or property</p>	<ul style="list-style-type: none"> • Pilot and Assistants • Members of the public 	<ul style="list-style-type: none"> • All operations to be in accordance with the current BMFA rules for flying model aircraft • The model weight is to be below 3.5kg • For FPV operations a competent observer should be present to assist the pilot • For FPV operations, the aircraft should not be flown over or within 50m of any assemblies of people (Assemblies of people are gatherings where persons are unable to move away due to the density of the people present). • For FPV operations, the model should not be flown within 30m of any vessel, vehicle or structure which is not under the control of the remote pilot.
<p>Pilot may lose control of the model due to technical failures</p>	<ul style="list-style-type: none"> • Pilot and Assistants • Members of the public 	<ul style="list-style-type: none"> • All operations to be in accordance with the current BMFA rules for flying model aircraft • Radio failsafe to be set to reduce power and centralise flying controls • Pilot to advise any members of the public who approach that they must keep a good lookout at all times
<p>An injury may occur to spectators or model flyers</p>	<ul style="list-style-type: none"> • Pilot and Assistants • Members of the public 	<ul style="list-style-type: none"> • First aid from the best qualified person on site • Call 999 as appropriate
<p>Occurrence reporting may be required if a model causes a mandatory reporting incident as defined in BMFA Article 16 exemption para 13</p>	<ul style="list-style-type: none"> • Pilot and Assistants 	<ul style="list-style-type: none"> • If this occurs, mandatory reporting to the AAIB and CAA is required and details are in para 13 of BMFA Article 16 exemption document

Notes: BMFA = British Model Flying Association whose published guidelines cover the operation of model aircraft. This can be found on their website www.bmfa.org

FPV = First Person view (flying of model aircraft using a camera mounted on the model)

Risk Assessment compiled by Alan Paul on behalf of IVCMAC committee

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