

# Salisbury Model Flying Club – Risk Assessment

**Location:** Damerham, Fordingbridge

**Date:** 01 January 2026

**Review Date:** 01 January 2027

**Assessor:** Dave Whitfield - Club Safety Officer

## 1. Hazard Identification & Risk Control

Hazard	Who is at Risk	Potential Harm	Control Measures	Residual Risk
Aircraft crash due to pilot error, mechanical failure, or loss of control	Pilots, spectators, members of the public	Injury from impact; property damage	<ul style="list-style-type: none"> <li>- Only BMFA-insured members may fly.</li> <li>- No flying over pits, car park, or spectators.</li> <li>- Safe flying areas and “no-fly zones” marked out.</li> <li>- Members must perform pre-flight checks.</li> <li>- Unsafe models may be grounded by Safety Officer.</li> </ul>	Low
Mid-air collisions	Pilots, spectators	Aircraft damage, falling debris	<ul style="list-style-type: none"> <li>- Limit number of aircraft in air at once (normally 4).</li> <li>- Pilots must use pilot box and call out manoeuvres.</li> <li>- FPV requires spotter.</li> <li>- Compliance with BMFA rules.</li> </ul>	Low
Propeller/rotor injury during handling	Pilots, helpers	Cuts, lacerations, serious injury	<ul style="list-style-type: none"> <li>- Engines/motors must only be started in pits or designated areas.</li> <li>- Models must be restrained during starting.</li> <li>- Electric models must have arming switches or safe arming practices.</li> </ul>	Low
Noise nuisance	Local residents, landowners	Complaints, loss of site	<ul style="list-style-type: none"> <li>- Compliance with BMFA noise limits (82 dBA at 7m).</li> <li>- Committee may ground excessively noisy models.</li> <li>- Flying restricted to agreed hours.</li> </ul>	Low

Hazard	Who is at Risk	Potential Harm	Control Measures	Residual Risk
Trespassing or public entering site	Members of the public, especially children	Risk of injury from active models	- Signage warning of model aircraft flying. - Spectator area designated. - Members to challenge intruders courteously and suspend flying if public enter runway.	Low
Fire (from fuel, LiPo batteries, or crash)	Pilots, public, landowners' property	Burns, grass fire, property damage	- LiPo charging in fireproof containers. - Fuel stored safely. - Fire extinguisher / sand bucket available. - Emergency services contact info available.	Low
Weather hazards (strong winds, poor visibility, extreme heat/cold)	Pilots, spectators	Loss of control, hypothermia, heat exhaustion	- Flying suspended in unsafe weather. - Pilots expected to assess conditions before flying. - Adequate clothing/hydration encouraged.	Low
Slips, trips, falls at site	Members, visitors	Minor injuries (sprains, cuts)	- Maintain clear pits/car park. - Members responsible for keeping area tidy. - No trailing wires or loose gear.	Low
Vehicle movements (car park, access track)	Members, visitors	Collision or injury	- Vehicles restricted to designated parking area. - Speed limits imposed on access track.	Low

## 2. Emergency Procedures

- In an emergency call 999
- Any incidents/accidents must be reported to the **Club Safety Officer**.
- Accidents involving injury or property damage must also be reported to the **BMFA** in line with their procedures.

## 3. Responsibilities

- The **Club coordination Team** is responsible for ensuring the risk assessment is kept up to date.
- The **Safety Officer** oversees implementation of control measures.

- **All members** are responsible for their own actions and for complying with BMFA and Club rules.
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#### **4. Review**

- This risk assessment shall be reviewed **annually** or after any incident, accident, or significant change in site use.

**Signed:** Dave Whitfield (Club Safety Officer)

**Date:** 01 Jan 2026

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