

Risk Assessment

Oxford Model Flying Club (OMFC)

Begbroke Operations

04 July 2023



Trivial	= 1	Highly unlikely occurrence	= 1	0 – 5	Low
Minor injury	= 2	Possible occurrence	= 2		
Serious injury	= 3	Quite possible occurrence	= 3	6 – 15	Medium
Fatality	= 4	Likely occurrence	= 4		
Major-multiple deaths	= 5	High occurrence	= 5	16 – 25	High

Item 1	Severity	Frequency	Risk Value
Airprox or collision between model aircraft and full-size aircraft operating from LOA Runways 11 and 29	5	1	5 (low)
Comment - Controls 1. Runway 11 and 29 approach and departure paths well clear of Begbroke Village Hall playing field 2. Model aircraft operating height restricted to 100ft agl or below (ie below tree-top height) 3. Model flying confined within the area of Begbroke Village Hall playing field 4. Model flying operations infrequent (one evening per month 18:00L to dusk) 5. Model aircraft flyers all briefed to maintain visual and aural vigilance and to cease flying as soon as they become aware of possible conflicting traffic 6. LOA ATC able to contact OMFC by mobile phone if required	5	1	5 (low)

Item 2	Severity	Frequency	Risk Value
Airprox or collision between model aircraft and full-size aircraft approaching LOA Runway 19 and departing from LOA Runway 01	5	1	5 (Low)
Comment - Controls 1. Runway 19 approach and Runway 01 departure paths well clear of Begbroke Village Hall playing field 2. Model aircraft operating height restricted to 100ft agl or below (ie below tree-top height) 3. Model flying confined within the area of Begbroke Village Hall playing field 4. Model flying operations infrequent (one evening per month 18:00L to dusk) 5. Model aircraft flyers briefed to maintain visual and aural vigilance. Model flyers briefed to cease flying as soon as they become aware of possible conflicting traffic 6. LOA ATC able to contact OMFC by mobile phone if required	5	1	5 (Low)

Item 3	Severity	Frequency	Risk Value
Airprox or collision between model aircraft and full-size aircraft approaching LOA Runway 01 and departing from Runway 19	5	1	3 (Low)
Comment – Controls 1. Begbroke Village Hall playing field is situated on eastern edge of the southern 01/19 Runway Protection Zone 2. Model aircraft operating height restricted to 100ft agl or below (ie below tree-top height) 3. Model flying confined within the area of Begbroke Village Hall playing field 4. Model flying operations infrequent (one evening per month 19:00L to dusk) 5. Model aircraft operators all briefed to maintain visual and aural vigilance. Model flyers briefed to cease flying as soon as they become aware of possible conflicting traffic 6. LOA ATC able to contact OMFC by mobile phone if required	5	1	5 (Low)

Item 4	Severity	Frequency	Risk Value
Airprox or collision between model aircraft and full-size helicopters making approaches to eastern side of LOA from the south, or departing from the eastern side of LOA to the south	5	1	5 (Low)
Comment – Controls 1. Model aircraft operating height restricted to 100ft agl or below (ie below tree-top height) 2. Model flying confined within the area of Begbroke Village Hall playing field 3. Model flying operations infrequent (one evening per month 18:00L to dusk) 4. Model aircraft operators all briefed to maintain visual and aural vigilance. Helicopter noise footprint provides early warning of approach; model flyers briefed to cease flying as soon as they become aware of possible conflicting traffic 5. LOA ATC advises full-size pilot about model flying activity at Begbroke 6. LOA ATC able to contact OMFC by mobile phone if required 7. Model flying site in residential area (Begbroke village) not routinely over-flown by full-size aircraft	5	1	5 (Low)

Item 5	Severity	Frequency	Risk Value
Loss of control of model aircraft ('Flyaway') resulting in airprox or collision between model aircraft and full-size aircraft	5	1	5 (Low)
Comment – Controls 1. Majority of radio controlled models fitted with failsafe or electronic speed controllers set to cut propulsive power in the event of radio failure. 2. Powered free-flight models operated with very short motor runs to ensure that they do not exceed the site maximum operating height. 3. Majority of flying takes place after 18:00 local, which means that atmospheric thermal activity is limited or non-existent. 4. Models flown in very light winds only (usually less than 8 knots). 5. OMFC able to contact LOA ATC using mobile phone if required. 6. Model flyers are all BMFA members. Majority are very experienced model flyers. Novice flyers are closely monitored. 7. Models are checked before flight iaw BMFA recommendations. 8. Modern radio control equipment is very reliable	5	1	5 (Low)

Item 6	Severity	Frequency	Risk Value
Actual collision between model aircraft and full-size aircraft	5	1	5 (Low)
Comment – Controls 1. Maximum model All-up Mass (AUM) 500 grammes. AUM of majority of models is less than 100 grammes 2. Models have lightweight construction comprising balsa wood, paper, polystyrene foam or similar materials. Only very small metal, hardwood and carbon fibre parts. 3. Lightweight models fly at very low airspeeds 4. De-confliction measures in place	5	1	5 (Low)

Item 6	Severity	Frequency	Risk Value
RC models: loss of control or structural failure resulting in collision with people or property	2	2	4 (Low)
Comment – Controls 1. Model operated iaw BMFA Article 16 Authorisation, BMFA guidelines and OMFC rules 2. Model checked prior to flying iaw BMFA guidelines including failsafe if appropriate 3. Frequency controls iaw OMFC rules 4. Majority of models have lightweight structure slow flying characteristics	2	1	2 (Low)

Item 7	Severity	Frequency	Risk Value
Free-flight gliders and powered models fly-away or structural failure resulting in collision with people or property	2	2	4 (Low)
Comment – Controls 1. Model operated iaw BMFA Article 16 Authorisation, BMFA Guidelines and OMFC rules 2. Model checked prior to flying iaw BMFA Guidelines 3. Launch location chosen to take into account: a. Position of persons, property and hazards b. Wind direction c. Likely flight path d. Likely landing area 4. Ensure motor run-time is appropriate 5. Remote pilot to ensure that persons are well clear prior to launch	2	1	2 (Low)