

Risk Assessment

Oxford Model Flying Club (OMFC)

Port Meadow Operations



October 2026 – V9

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

Section 1: Ground Operations (all model types)

Section 1 Item 1	Severity	Frequency	Risk Value
Item 1 Batteries and other sources of ignition – potential danger from explosion, fire and chemical discharge. Danger to people, animals and the environment, especially during hot and dry spells	5	2	10 (Medium)
Controls - Batteries to be stored, charged and utilised in accordance with manufacturer's recommendations and BMFA guidelines - Additional Safety advice issued during hot, dry spells - Club provides fire blankets for use during RC training sessions	5	1	5 (Low)

Section 1 Item 2	Severity	Frequency	Risk Value
Model propulsion systems running on the ground. Potential danger from rotating propeller or rotor blades (direct contact and shedding). Danger to people and animals	3	2	6 (Medium)
Comment – Controls - Follow BMFA guidelines - Operate a safe distance away from people or animals	3	1	3 (Low)

Section 1 Item 3	Severity	Frequency	Risk Value
Grass/vegetation fire caused by solid fuel jet or rocket propulsion system running on the ground. Danger to people, animals and the environment.	5	2	10 (Medium)
Comment – Controls - Remote pilot to assess vegetation state - If risk of fire deemed greater than negligible, the model must not be operated - Committee may issue a ban on the use of solid fuel propulsion during hot and dry spells	5	1	5 (Low)

Section 1 Item 4	Severity	Frequency	Risk Value
Environmental Hazards (Dehydration, sunburn, heat/cold effects, insect bite/sting, animal attack. Danger to the model operator	3	2	6 (Medium)
Comment – Controls - Members to be aware of animal movements and are advised to carry a mobile phone and first aid kit As appropriate to conditions, members are advised to - To wear suitable clothing - Carry water - Use protective items such as sunglasses, brimmed hat, sunscreen, insect repellent.	2	2	4 (Low)

Section 1 Item 5	Severity	Frequency	Risk Value
Trip hazard presented by bungee, (including hi-start), towlines and control lines. Danger to people and animals	2	3	6 (Medium)
Comment – Controls - Bungee/hi-start marker flags placed iaw OMFC rules - At least two persons to be present when conducting control-line flying and bungee launches - Control lines, bungee, hi-start or towline to be 'recovered and made safe' if the model operator departs from the hazard's immediate vicinity (eg for a distant model recovery)	2	2	4 (Low)

Section 1 Item 7	Severity	Frequency	Risk Value
Retrieval of 'flyaway' models from hazardous locations. Danger to Railway operations, model operator and people	4	2	8 (Medium)
Comment – Controls - Models not to be retrieved from Railway property. Railway authorities to be notified in the event of a model landing on Railway property - Models not to be retrieved from the river unless easily reachable from the bank or by boat - Models not to be retrieved from trees unless reachable from the ground either directly or by means of rods, poles etc	1	1	1 (Low)

Section 1 Item 8	Severity	Frequency	Risk Value
Danger from tools, flight equipment or other items left on the Meadow – Danger to people and animals	4	2	8 (medium)
- Carefully check site before leaving - Make safe any dangerous tools or objects before a distant model retrieve unless someone else present to supervise them	3	1	3 (low)

Section 1 Item 9	Severity	Frequency	Risk Value
Risk of spreading infectious disease. Risk to people and animals	5	2	10 (Medium)
Comment – Controls - In the event of an outbreak of an infectious disease all members are to abide by government and health authority recommendations and guidelines	5	1	1 (Low)

Section 2: Radio Control (RC) Flying Operations

Section 2 Item 1	Severity	Frequency	Risk Value
RC models with an all-up of mass of below 250g: loss of control or structural failure resulting in collision with people, property or animals	2	3	6 (medium)
Controls - Remote pilot judged competent by an OMFC member who holds a BMFA Achievement Scheme certificate - For models weighing 100g or more, remote pilots to hold a current CAA Flyer ID or a BMFA RCC. - Model operated iaw Article 16, CAP772, BMFA guidelines and OMFC rules - Model checked prior to flying iaw BMFA guidelines including failsafe if appropriate - Frequency controls iaw OMFC rules - Remote pilot to avoid overflying persons - Remote pilot to ensure that persons and animals not under his or her control are well clear prior to launch and landing (at least 15m)	2	2	4 (or (Low)

Section 2 Item 2	Severity	Frequency	Risk Value
RC models with all-up mass 250g – 1kg: loss of control or structural failure resulting in collision with people, property or animals	3	2	6 (Medium)
Controls - See Section 2 Item 1. In addition: - Remote pilots to hold a current CAA Flyer ID or a BMFA RCC/Achievement Certificate - BMFA BPC, 'A' Certificate(or above) or Committee approval required for solo operation - Non-approved or non-certified remote pilots may fly subject to		1	3 (Low)

supervision by an OMFC Committee-approved member			
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Section 2 Item 3	Severity	Frequency	Risk Value
Model all-up mass above 1kg up to 7kg. Loss of control or structural failure resulting in collision with people, animals or property	4	2	6(Medium)
Controls - See Section 2 Item 1. In addition: -- BMFA 'A' Certificate required for solo operation -- Non-approved remote pilots may fly subject to supervision by a BMFA 'A' Certificate holder -- Exceptionally, the OMFC Committee may approve solo operations by remote pilots, for example those holding non-BMFA flying qualifications	4	1	4(Low)

Section 3: Free-flight Flying Operations

Section 3 Item 1	Severity	Frequency	Risk Value
Free-flight gliders and powered models with an all-up mass of below 250g and: - An I/C engine capacity less than 1.5cc or - Electric power less than 150 Watts or - Rubber or CO ₂ power Fly-away or structural failure resulting in collision with people, property or animals	3	2	4 (Low)
Controls - Model operated iaw Article 16, CAA CAP772, BMFA Guidelines and OMFC rules - For models weighing 100g or more, remote pilots to have a current CAA Flyer ID or a BMFA RCC. - Model checked prior to flying iaw BMFA Guidelines - Launch location chosen to take into account: a. Position of persons, pathways, property animals and hazardous locations (eg river, trees and railway property) b. Wind direction c. Likely flight path d. Likely landing area (ensure that it is clear of persons, property, animals and hazardous locations) - Ensure motor run-time is appropriate - The use of a de-thermaliser (DT) is recommended, particularly in the case of 'duration' type models - Remote pilot to ensure that persons not under his or her control are well clear prior to launch	2	1	2 (Low)

Section 3 Item 2	Severity	Frequency	Risk Value
Free-flight gliders and powered models with: - An all-up mass of 250g or more	2	2	4 (Low)

- An I/C engine capacity above 1.5cc or - Electric power greater than 150 Watts Fly-away or structural failure resulting in collision with people, property or animals			
Controls - See Section 3 Item 1. In addition: - Remote pilots to have a current CAA Flyer ID or a BMFA RCC. - A de-thermaliser (DT) is to be fitted, checked and set appropriately. Radio DT operation is recommended. - Committee approval is required for operation without a DT.	2	1	2 (Low)

Section 4: General Flying Operations

Section 4 Item 1	Severity	Frequency	Risk Value
Airprox or collision between model aircraft and full-size aircraft	5	2	10 (Medium)
Controls - Remote pilots to operate iaw Article 16 or CAA CAP772, and BMFA guidance - Remote pilots to maintain visual and aural vigilance, particularly for low-flying police and air-ambulance helicopters - Remote pilots to cease operations as soon as they become aware of possible conflicting traffic. Airborne RC models are to be landed as soon as safe to do so - The appropriate ATC unit is to be notified in the event of a fly-away judged likely to enter any restricted flight area	5	1	5 (Low)