

Guisborough Model Flying Club

Dunsdale Flying Field Risk assessment



General Hazard	Specific Hazard	Severity (1-5)	Probability (1-5)	Risk	Controls Measures	Severity	Probability	Residual Risk
Fire	Petrol igniting causing burns or damage to property.	3	2	Low Med	Mowers only to be fuelled when cold. Petrol to be stored in the garage bays in proper containers. No handling of fuel within the cabin. Fire extinguisher available in cabin.	2	1	Low
	Fire started by gas used for cooker / heater	3	2	Low Med	The heater and gas rings are only to be used when someone is in the cabin. Fire extinguisher available in cabin	2	1	Low
	Model engine fuel causes fire.	2	1	Low	Members should not store their fuel in the cabin. No handling of open fuel within the cabin. Fire extinguisher.	2	1	Low
	Charging LiPo batteries catch fire.	3	3	Medium	Only correct charger to be used. Use of flameproof containers on a suitable surface. Batteries monitored continuously during charging.	3	1	Low Med
	Charging 12V leisure batteries catch fire	2	2	Low Med	Batteries not overcharged. Batteries monitored during charging.	2	1	Low
	Electrical systems in cabin damaged or shorted	2	2	Low Med	12V electrical system turned off when cabin unused. Portable generator fitted with overload protection. Microwave / kettle monitored when in use.	2	1	Low
	Gas turbine catches fire	3	3	Medium	High integrity fuel systems with remote shut off installed. Fire extinguisher at hand when starting. Do not start with exhaust facing dry vegetation / combustibles.	2	1	Low
CO poisoning	From LPG heater	4	3	Med Hi	Ensure heater is in good condition. Have working CO alarm. Maintain adequate ventilation when the heater is in use.	3	1	Low Med
	Portable generator	4	3	Med Hi	Generator to be run outside the cabin. Ensure the wind cannot blow exhaust fumes into the container. CO alarm.	2	1	Low
Fumes	Charging 12V leisure batteries generates hydrogen and oxygen.	2	3	Low Med	Maintain adequate ventilation when batteries charged. Batteries to be monitored and not overcharged.	2	1	Low


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	Petrol	2	1	Low	Petrol to be stored in the garage bays not the cabin. Petrol to be stored in proper sealed containers. No handling of fuel within the cabin.	2	1	Low
Electro-cution	Portable generator	3	2	Low Med	Portable generator is earthed and fitted with residual current protection. Only competent people to operate the generator.	2	1	Low
Cuts and bruises	Injuries using tools	2	3	Low Med	Care and attention whilst using hand tools in cabin or on field.	2	2	Low
	Contact with running engines or motors	4	3	Med Hi	Engines to be started in start-up box or designated test area. Flight batteries to be connected in start-up box only. Models to be restrained when starting / test running or when flight batteries are connected. Minimal people in the vicinity	4	1	Low Med
Burns	Contact with hot objects in the cabin (cooker / fire)	2	3	Low Med	Care and attention whilst using cooker or when the fire is on	2	1	Low
Piercing	Sharp flying objects – propellor fragments	4	3	Med Hi	Propellers to be routinely inspected and discarded if damaged. Beginners to be instructed on the potential hazards. Models to be restrained when starting / test running or when flight batteries are connected. Engines to be started in start-up box or designated test area. Flight batteries to be connected in start-up box only.	4	1	Low Med
Entanglement.	Moving parts, propellers	3	3	Med	Instruction of beginners. Avoid loose / hanging clothing. Models restrained when starting / fitting batteries. Do not leave transmitter neck strap dangling.	3	1	Low Med
Noise	IC engines, electric motors, turbines cause hearing damage	3	2	Low Med	Proper silencing / noise testing Limited on the ground running Correct propeller selection Hearing protection (last resort)	2	1	Low

General Hazard	Specific Hazard	Severity (1-5)	Probability (1-5)	Risk	Controls Measures	Severity	Probability	Residual Risk
Trips & falls	Parked models & ancillary equipment	2	3	Low Med	Awareness / observation. Keep the cabin tidy after use.	2	2	Low Med
Model Flying	Model collisions with participants.	4	2	Med Hi	Pilots to stay together in pilot box. Anyone going onto runway or flight control zone must communicate with all pilots and receive permission. Pilots to be notified of low passes or if model not responding/dead stick. Landings/take off to be called and clearly communicated to other participants.	4	1	Low Med
	Model to model collisions	3	3a	Med	Only one turbine or one rotary wing model at any time. Models over 25kg (MTOM) not permitted.	3	1	Low Med
	Uncontrolled response from model.	3	3	Med	Instruction given to beginners. Check of control response prior to flight. Regular range testing of models. Compulsory range testing for unflown or new models. Recommended use of battery backup on models over 7.5kg MTOM. Setting of fail safes. 35Mhz systems to be used in line with flying rules. Adherence to CAA guidance and legislation for the operation. construction and equipment used. Mobile phones should not be taken to the flight line.	3	2	Low Med
	Collision with vehicles.	3	3	Med	Parking in designated area only away from flight line and to the rear of the circuit pattern. Flying in designated areas only	3	2	Low Med
	Collision with members of public.	4	3	Med Hi	Very limited access to public. No flying over public areas. Path / road a long way to the south of the flight line.	4	1	Low-Med

General Hazard	Specific Hazard	Severity (1-5)	Probability (1-5)	Risk	Controls Measures	Severity	Probability	Residual Risk
	Collision with other air users.	4	2	Med Hi	Maintain look out for other air users. NOTAMS posted for large models up to 1500ft All pilots flying models over 7.5kg MTOM to be accompanied by an experienced spotter/advisor where possible	4	1	Low-Med
	Pilot error, competency and model integrity	3	3	Med Hi	Suspect models scrutinised before flight. Pilots displaying poor model control and orientation skills will be asked to cease flying. Use of unapproved (ie non CE marked) equipment and systems not permitted. No pilots without an A certificate to fly unsupervised.	3	2	Low-Med
	Inclement weather	3	3	Med	Pilots only to fly in conditions with acceptable wind strength and visibility to allow safe operation, taking into account the model type and their flying ability.	3	2	Low-Med

Risk Matrix

Injury Severity 

Risk Probability 

	Negligible (1)	Minor (2)	Moderate (3)	Significant (4)	Severe (5)
Almost certain (5)	Low Med	Medium	Med Hi	High	High
Likely (4)	Low	Low Med	Medium	Med Hi	High
Possible (3)	Low	Low Med	Medium	Med Hi	Med Hi
Unlikely (2)	Low	Low	Low Med	Medium	Med Hi
Rare (1)	Low	Low	Low Med	Low Med	Medium

High	Improve control measures or consider stopping activity.
Medium Hi	Review control measures and introduce alternative ways of operating to mitigate risk.
Medium	Review control measures and improve if reasonably practicable to do so, consider alternative ways of operating.
Low Medium	Maintain control measures and review if there are any changes
Low	Maintain control measure

Risk Assessment Annual Review							
Review Date:	12/2023	12/2024					
Name:	P Stevens	P Stevens					
Distribution:	Members GMFC	Members GMFC					
Next review	12/2024	12/2025					