SAA Risk Assessment Form

This risk assessment is required by the SAA article 16 authorisation section 4.7

This Risk Assessment is shared with all club me

Model Club Name	**Hamilton Model Flying Club**	**Flying Site Name :**
Date of submission :	07/01/2024	**Flying Site Lat :**
		Flying Site Lon :

Two Boxes below only for SAA use

Date of next review	31/12/2025	
Names of Assessors	Tony McElroy	Risk score

Risk and Control Assessment Scores

Risk	**Control Mitigation**
1/2 = Trivial	**1/2= very improbable**
3/4 = minor injury	**3/4 = improbable**
5/6 = severe injury	**5/6 = possible**
7/8 = single fatality	**7/8 = probable**
9/10 = multiple fatality	**9/10 = highly probable**

Please give each a score Ideally should be low 1 or 2 but, i for risk or 16 for control then this could be deemed an una get it reduced

RISK			**Control**
What are the hazards?	**Who might be harmed and how?**		**What are you already doing to control the risks?**
Slips, trips & falls due to uneven, loose, or slippery ground	Involved persons or visitors at the flying site	3	Warning notices displayed for areas of uneven, soft or boggy ground. Involved persons are encouraged to wear suitable footwear e.g. not trainers when wet etc. Loose ground will be maintained to remove hazard.

Models overflying the access road causing damage to vehicles or persons	Vehicles or persons on the access road	3	Pilots stance faces away from access road. No flying is permitted behind the flight line unless landing and taking off. No flying is permitted behind pilots stance.
Unrestrained model starts up and runs into pilot/bystander	Pilot / Bystanders	3	Pilots to only use designate starting bench for starting models. Pilots to ensure model is securely restrained on starting bench before starting engine/motor.
Model colliding with pilots stance on take off from runway	Pilots on the stance	5	Take-off runs are required to start start level with the pilots stance, with direction of take off being away from pilots stance
Model veers into pilot stance after touch down on landing	Pilots on the stance	3	Barrier fence around the pilot stance to catch any model veering into pilot stance.
Novices/guests visiting site will not be aware of the club safety procedures	Novices/guests	5	Novices / Guests will be given a safety briefing and escorted while on site
Uninvolved persons unauthorized access to site during flying activity	Uninvolved persons	3	Boundary markers, fence, warning signs in place to make univolved persons aware of flying activity. Pilots / Bystanders to remain vigilant to presence of uninvolved persons.

Livestock roaming into flying area	Livestock surround the flying site permieter	3	Perimeter fence keeps livestock off site. Gate to fltying site to remain closed excpet when vehicles entering or leaving. Land out in a safe area if dead stick and can't make the runway.
Pets roaming around flying area	Pets of involved persons or visitors	3	All pets are to be held on a lead or otherwise restrained and not allowed to roam freely
Cuts to fingers starting IC engines	Flyer / helper starting the engine	4 to 5	Pilots encouraged to preferably use a mechanical starter to keep fingers from the propeller. Pilots are aware of safe operating practices around running or starting engines.
Fire during starting petrol / turbine models	Flyer / helper starting the engine	4 to 5	Ensure a fire extinguisher is always present when starting petrol or turbine models. Do not attempt to start if fuel leak is apparent. Cigarrettes are to be extinguished when flammable liquids are present. Smoking is not allowed in areas where fuel is being handled.

Risk of fire whilst connecting to charger or model and during charging of LIPO batteries	Person charging batteries	4	Be careful to connect batteries correctly and to charge at an appropriate current using a correctly specified and working charger. Batteries should be inspected before and afetr every flight for any signs of damage. Damaged batteries should not be connected or chared. Batteries should not be left unattended when charging.
Stuctural failure / damage causing model to crash in an uncontrolled manner	Pilot / Bystanders	3 to 7	Pilots to ensure models are only flown following a careful inspection to ensure the model is structurally sound with all linkages in good condition, particulalrly after a heavy landing. Pilots should call out to alert bystanders of potential crash.
Model colliding with full size aircraft.	The occupants of a full size aircraft are at risk if the aircraft is damaged by the impact of a model.	5 to 10	NOTAM will be in place informing full size aircraft about the presence of the flying site. If an unexpected low flying aircraft turns up in the area members must land any flying models as soon as possible. As per SAA and CAA guidance, full size aircraft always have priority. Over 7.5Kg models should be flown with a spotter in attendance in case a full size aircraft strays into the model flying area.

Unauthorised flying of a Model Aircraft with a MTOM of greater than 7.5kg but less than 25kg flying above the maximum height limit of 400ft	Incident with light aircraft flying above the minimum height requirement of 500ft	5 to 10	All Model flying kept within the requirements of Article 16:-
Authorised flying of a Model Aircraft with a MTOM of greater than 7.5kg but less than 25kg flying above the maximum height limit of 400ft	Incident with light aircraft flying above the minimum height requirement of 500ft	5 to 10	N/A

embers.

Broomfield Farm
55.699671
-3.9306539



f the cumulative scores are greater than 25
cceptable risk and More needs to be done to

control score

Primary Assessors Initials:



Any further actions required		Who needs to carry out the action?	When is the action needed by?	Date Action Completed
No	3	All	Continuous awareness	N/A

No	3	All	Continuous awareness	N/A
No	2	All	None.	N/A
No	2	All / Club safety officer.	None.	N/A
No	2	All / Club safety officer.	None.	N/A
No	2	All	None.	N/A
No	2	All	None.	N/A

No	1	All	None.	N/A
No	1	All	None.	N/A
No	3	All	Continuous awareness	N/A
No	3	All	Continuous awareness	N/A

No	3	All	Continuous awareness	N/A
No	3	All	Continuous awareness	N/A
No	3	N/A	N/A	N/A

Yes :- 1) Authorisation required for site to operate model aircraft above 7.5k above 400ft. (SAA) 2) Permanent site notification in the Aeronautical Information Publication (CAA)	2	N/A	N/A	N/A
Yes :- Update club flying rules to include a spotter to warn the pilot of the model that a light aircraft is approaching the site and to drop below 400ft and land as soon as possible in a safe manner.	2	HMFC Safety Officer / Committee	Prior to Over 7.5 Kg models fying over 400 feet.	12/07/2023