

BMFA Affiliated Club Risk Assessment Form

On completion of this form you should save it and upload it to : <https://rcc.bmfa.uk/article-16-risk>

When operating in accordance with the Article 16 Authorisation Section: 3.7.2(a) you should ensure this Risk Assessment is shared with all club members.



Club Name :	White Sheet Radio Flying Club	Flying Site Name :	White Sheet Hill & Down
Date of Assessment :	11/02/2025	Flying Site Lat :	51°06'52.46"
Date of next review :	11/02/2026	Flying Site Lon :	02°17'02.48"

Assessor :	Andrew	Beaven
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What are the hazards?	Who might be harmed and how?	What are you already doing to control the risks?	What further action do you need to take to control the risks?	Who needs to carry out the action?	When is the action needed by?	Date Action Completed
Pilot suffers from hyperthermia or exposure.	Pilots. A drop in body temperature could cause the pilot to become confused, lose consciousness and suffer tissue damage from frostbite.	Pilots have been made aware of the possibility and advised to seek shelter in their cars parked nearby. Pilots are also encouraged not to fly alone in excessively cold weather.	No additional action required.	All pilots.	Any time flying in cold weather.	Ongoing.

Impact of a model into flight line.	Pilots. Injury from model impacting the pilot and others on the flightline.	Pilot capability is self-certified. Pilots are encouraged, in accordance with the flying rules, to fly responsibly and with an understanding of the importance of avoiding physical injury. The flying rules provide guidance for all pilots, including beginners, and specify CAA requirements for fail-safe settings and testing.	No additional action required.	All pilots.	Before Flying.	Ongoing.
Misjudged landing results in aircraft impacting a person or others.	Pilots. Livestock, dogs and members of the public. Injury from model impacting the pilot or others using the site.	Pilot capability is self-certified. Pilots are encouraged, in accordance with the flying rules, to fly responsibly and with an understanding of the importance of avoiding physical injury. The flying rules provide guidance for all pilots, including beginners, and specify CAA requirements for fail-safe settings and testing.	No additional action required.	All pilots.	Before Flying.	Ongoing.

Loss of control resulting from pilot error or student/novice inexperience.	Pilots. Livestock, dogs and members of the public. Injury from model impacting the pilot or others using the site.	Pilot capability is self-certified. Pilots are encouraged, in accordance with the flying rules, to fly responsibly and with an understanding of the importance of avoiding physical injury. The flying rules provide guidance for all pilots, including beginners, and specify CAA requirements for fail-safe settings and testing.	No additional action required.	All pilots.	Before Flying.	Ongoing.
Loss of control caused by structural or radio failure.	Pilots. Livestock, dogs and members of the public. Injury from model impacting the pilot or others using the site.	Flying rules indicate range testing and fail safe settings.	No additional action required.	All pilots.	Before Flying.	Ongoing.
Model impact with vehicles.	Material – Pilot, uninvolved persons, and vehicles. Damage or injury from model impacting the vehicle or others using the site.	Pilot capability is self-certified. Pilots are encouraged, in accordance with the flying rules, to fly responsibly and with an understanding of the importance of avoiding physical injury. The flying rules provide guidance for all pilots, including beginners, and specify CAA requirements for fail-safe settings and testing.	No additional action required.	All pilots.	Before Flying.	Ongoing.

Fly away models.	Pilots. Livestock, dogs and members of the public (at risk from collision with out-of-control model). Injury from model impacting the pilot or others using the site.	Flying rules indicate range testing and fail-safe settings.	No additional action required.	All pilots.	Before Flying.	Ongoing.
Model aircraft strike with hang-glider or para-glider in the air.	Pilots. Livestock, dogs & members of the public (at risk from falling debris). Injury from model impacting the pilot or others using the site.	Model pilots do not share airspace with gliding or paragliding activities. The rules state that model pilots must land immediately and safely if their airspace is encroached upon by others.	No additional action required.	All pilots.	Before and during Flying.	Ongoing.
Mid-air collision involving two or more aircraft.	Pilots, livestock, dogs & members of the public (at risk from falling debris). Damage / injury from model(s) impacting the aircraft pilot or others using the site.	Pilots are encouraged by the flying rules to be co-located and to communicate their intentions. Models are generally flown away from the hill, except when landing.	No additional action required.	All pilots.	Before and during Flying.	Ongoing.

Model aircraft collision with a hang-glider, paraglider, or a pilot on the ground.	Pilots and members of the public. Injury from model impacting the pilot or others using the site.	Model aircraft flying sites are intentionally separate from paragliding sites. If a paraglider enters the wrong site, model pilots are expected to negotiate appropriate separation. Additionally, model pilots are bound by the club rulebook, which requires them to give way to the paraglider and must land, safely.	No additional action required.	All pilots.	Before and during Flying.	Ongoing.
Theft from vehicle.	Pilots. Loss of property.	Model pilots are encouraged to keep valuables out of sight and lock their vehicles.	No additional action required.	All pilots.	Before Flying.	Ongoing.
Dog or cattle interference causes pilot to lose control of aircraft.	Pilots, livestock, dogs and members of the public. Injury from model impacting property, the pilot or others using the site.	Common sense applies. Pilots are advised to be cautious of cattle in the field and to rely on dog walkers to control their animals. Special care should be taken if calves are with their mothers or if a bull is present in the flying site. The rules specify that fail-safe settings must be in operation in the event of a loss of radio signal.	No additional action required.	All pilots.	Before and during Flying.	Ongoing.

Dog or Cattle interference causes injury to pilot.	Pilots, livestock, dogs and members of the public. Injury from trampling or a bite. Furthermore, the possibility of injury from model impacting the pilot or others using the site.	Common sense applies Pilots are advised to be careful of cattle in the field and rely on dog walkers to control their animals. Special care is taken if calves are with their mothers or a bull is present at the flying site.	No additional action required.	All pilots.	Before and during Flying.	Ongoing.
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Environmental considerations.

Litter – Discarded food waste.	Animals. Landscape. Contaminating landscape by litter. Ingestion of discarded food waste by animals.	Members are encouraged, in accordance with club rules, to take away all litter, following the country code. Furthermore, organised events always include a litter check at the end of the event.	No additional action required.	All pilots.	While at the site.	Ongoing.
Litter – discarded model waste.	Animals. Landscape. Contaminating landscape. Ingestion or injury by discarded model waste.	Members are encouraged, in accordance with club rules, to take away all litter, following the country code. Furthermore, organised events always include a litter check at the end of the event.	No additional action required.	All pilots.	While at the site.	Ongoing.

Crashed model debris - batteries.	Animals. Landscape. Contaminating landscape. Ingestion or injury from model debris. Possible fire caused by crash damaged batteries.	Model debris is usually always collected, it has value. Members are encouraged in accordance with club rules to take away all litter – following the country code. Organised events always check for litter at the end of the event. Fires are reported in the normal way.	No additional action required.	All pilots.	While at the site.	Ongoing.
Crashed model debris – carbon fibre and fibreglass fragments.	Animals. Landscape. Crash debris contaminating landscape. Ingestion or injury by model debris on animals.	Model debris is usually always collected, as it has value. Members are encouraged, in accordance with club rules, to take away all litter, following the country code. Organised events always include a litter check at the end of the event.	No additional action required.	All pilots.	While at the site.	Ongoing.

Damage to land caused by the erection of temporary shelters.	Landscape. Surface and minor subsurface damage caused by shelter fixings (pegs).	All shelters used are small and erected for a short period of time, allowing the ground ample time to recover in the unlikely event of any damage. Only minimal pegs or ground fixings are used, and these tend to be small. Small camp chairs are used at the site and within shelters. The ground has sufficient time to recover in the unlikely event of damage.	No additional action required.	All pilots.	While at the site.	Ongoing.
Damage to the land caused by crashed models.	Landscape. Surface, minor subsurface damage and crash debris contaminating landscape.	Damage is limited and of a small scale. Gliders generally weigh less than 7.5kg, and never exceed 25kg. Members are encouraged, in accordance with club rules, to collect all crash debris.	No additional action required.	All pilots.	While at the site.	Ongoing.
Damage to hedges, etc., caused by the retrieval of models.	Hedges and crops. Fouling of landscape by persons climbing through hedges or walking through crops.	Pilots, in accordance with club rules, are encouraged to be cautious and follow the country code. Care is taken to avoid any damage.	No additional action required.	All pilots.	While at the site.	Ongoing.