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| RDMAC Incident Report Form |
| **Date / Time** | **Name of Pilot** | **Phone Number** |
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| Weather Conditions |  |
| Wind strength and directionSee reverse for Beaufort Scale |  |

#### If submitting completed document via email, please indicate on the diagram below the approximate location of the incident by using the ‘Insert’, ‘Shapes’, ‘Block Arrow’ function in MS Word



Hedge

River Thames

### Describe what happened and what you and / or the pilot believe to be the cause

Please include any relevant observations from fellow pilots

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##### Model and Equipment

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| Type of model e.g. fixed wing trainer |  |
| Make and model of radio |  |
| Frequency in use |  |
| Engine make and capacity |  |

General Questions

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| Was frequency in use at the time?  |  |
| Do you hold a BMFA ‘A’ certificate?  |  |
| Were you a pilot under instruction at the time of the incident?  |  |
| Approximately how long have you been flying model aircraft?  |  |

Please note the name and address of any injured persons and describe their injuries

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#### Post-Incident Investigation

Note down any features of the damaged aircraft that may have caused the incident

Note down any actions on your part that may have caused the incident

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| Beaufort Wind Strength | MPH |  |
| 1 |  | 1 – 3 | Smoke just begins to move with the breeze |
| 2 |  | 4 – 7 | Leaves rustle slightly |
| 3 | Limit for training | 8 – 12 | Small branches sway and smoke moves horizontally |
| 4 | Good for slope soaring | 13 – 18 | Loose dust or surface sand is stirred and large branches sway |
| 5 | Limit for power flying | 19 – 25 | Surface waves begin to form on water |
| 6 |  | 25 - 31 | Trees begin to bend with the force of the wind |

Please email completed form to Andy Warlow at andy.warlow100@gmail.com or hand in to a committee member at the flying field