

1	30-Apr-2022	Model veered towards the pits within 2 metres on landing due to Tony attempting to land cross wind.	Mario discussed with the individual to make it clear he needed to think about wind direction and his abilities when landing and he agreed.	Constant monitoring may be necessary to take action with him and remove his solo status. The member gained his A Certificate of Achievement Fixed Wing 02/10/2022	Closed
2	10-May-2022	The model was placed by the helper on the runway facing into wind (WSW) and released on signal from the pilot. However this biplane model requires gentle acceleration and a long take off run to achieve rudder authority to control direction. The model "weathercocked" towards the pits area and the pilot correctly shut the throttle and the model stopped short of the pits area.	The pilot agreed that the current wind direction would not allow the take off to progress directly down the runway to safely gain directional control of the model and no further attempts to fly were undertaken.	In future, this model to be only flown from grass on the south side when pits are located on the north side of the runway .	Closed
3	26-Jul-2022	Aproximately 15:00 a glider flew low (20-30 metre) over the pits area located on south side of runway 27. CRCS members present: Graham Birt (GB), Simon Wareham (SW), Henning Schmidt (HS) and Paul Wilkinson (PW). HS was flying with PW as Observer. GB and SW were at the pits area. The glider appeared to come from an easterly direction between the blister hangar and the copse. It passed over the pits area and touched down on the grass area behind the pits at a point parallel to the right hand hangar as seen from the runway. The observer did not see the glider prior to its appearance over the boundary. It was confirmed Steve Chew (SC) (CGC member) was in the glider and it appears this was a "planned emergency landing", however no notification was communicated to CRCS prior to the incident. Communication between CRCS Chairman and SC followed as a consequence.	This was a "one- off" near miss incident and following communication between CRCS and CGC, no further action is required at this time.	Continue to re-inforce the importance to CRCS Members of effective observation during flying activities scanning both the periphery for ground traffic and the sky for full size aircraft in the circuit and provide clear warning to all at the flying site when there is a potential threat to safety.	Open
4	4-Aug-2022	No radio call transmitted by 2 gliders executing landings on the grass adjacent to Runway 027 from which CRCS members were using with pits on the south side. No models were in the air at the time and the gliders were spotted well in advance. The radio receiver was set to the correct frequency and transmissions from gliders and the tug were received during the course of the day to confirm it was working correctly.	None other than maintaining effective observation and attention to any radio communications.	As stated above	Open
5	12-Sep-2022	Crash of model (Electric Spitfire ~ 7 foot span, wood construction) on maiden flight. Four minutes into flight, radio contact lost and model "spun in" vertically on the turn. Location of crash was just outside the western flying limit of Runway 027 about 30 metre into the field on the north side. The impact resulted in a lipo igniting in the presence of the recovery team, one of whom remained at the impact site until the fire burnt out. Fortunately the crop had been harvested several weeks before, and there was no risk of spread of the fire as the ground is primarily exposed earth. The remains of the model and batteries when cool were retrieved from the site. There was no damage to persons or property as a result of this incident.	An immediate investigation into the cause was undertaken. Loss of control appeared to be a total break in transmission of signal to the model. Examination of the transmitter revealed that there was loose movement of the hinged section of the aerial. Range checks were performed using another model and intermittent interruption in the movement of all control surfaces was confirmed, indicating transmitter malfunction. The particular transmitter is over 10 years old and has seen extensive service.	All transmitters to be stored and maintained in good condition along with regular range checks prior to flying models.	Open
6	2-Oct-2022	Electric powered model (wood 60 inch span). On take off full throttle applied and model overcontrolled so as to climb, dive with directional control being lost. The model veered and swooped low over the pits just missing members located in that area.	Transmitter for controlling the model was passed to an experienced pilot who regained control of the model and brought it into land. The last time this model was checked out was by Sid King some time ago.	Due lack of practice, the member requires supervision by an experienced pilot until he can demonstrate ability to fly in a safe and controlled manner.	Open
7	18-Oct-2022	The pilot was reported to fly his foam models over the pits and carpark, demonstrating he was not in full control of his model at all times.	Concerns regarding his erratic flying were communicated to him, however he does not appear to fully take these on board. This has been noted by Committee Members on previous occasions.	As above, supervision by an experienced pilot is required until he can demonstrate ability to fly in a safe and controlled manner.	open
8	5-Feb-2023	A member of CGC aired concerns with the CRCS Chairman that CRCS pilots were allowing models to fly beyond the designated westerly flying limits when operating from runway 027.	Although it was considered that this excursion was more a perceived event, the Club Chairman briefed all members present that we must ensure we fly within the designated allowable boundaries.	All members to ensure this is complied with in reference to CRCS document "Flying Rules"	Closed
9	5-Feb-2023	Collision between the CRCS Club Training model and EDF jet model (F104) over the easterly end of runway 027.	Although the models were still controllable (minor glancing collision) the pilots agreed to land immediately. The Trainer model sustained minimal damage to the starboard aileron (partially detached). However the EDF jet (F104) was seriously damaged on landing from the west into an easterly wind due to collision with the boundary tyres.	Mixing slow models and fast EDF models needs constant and clear communication between pilots to ensure no crossover of flight paths. EDF pilots should consider risk to their model when approaching to land from a westerly direction in light of the model's speed and stopping ability to avoid collision with the tyre and more seriously excursion onto the airfield periphery.	Open
10	5-Feb-2023	Continues to fly his models in an erratic manner leading to crashes, primarily due to persistently looking at his transmitter information thus losing sight of the model whilst in flight. Also he was seen to taxi his electric model across the runway and proceed towards the car park where a CRCS member was a potential target should throttle control be lost. This was a serious breach of the CRCS Flying Rules.	the member was immediately challenged by the member present and a subsequent talk from the CRCS Chair and Safety Officer was undertaken with him. He was given strict instructions to abide by CRCS Club rules and always to ensure he maintains control of his models at all times. He was instructed to read the Club Flying Rules and abide strictly to them.	Continue to monitor him and ensure he complies with Club Safety rules .	Open
11	19-Feb-2023	A concern was raised by a CGC member that a couple of models were flying too close to runway 027 while we were flying from runway 03.	MM & BC briefed all members present to ensure all were clear about the limits for flying.	Monitor the distance we fly towards the intersection on both runways. All committee members need to assist in ensuring the flying limits are observed at all times.	Closed
12	19-Feb-2023	Glider landing in the vicinity of runway 03 while models were flying. One glider performed a landing approach on the grass adjacent to the runway opposite the pilots box.	The two models flying at the time had no option but to remain airborne until the glider came to a stop further along the field. All present discussed the risks and decided to suspend flying for the rest of the day.	MM informed CGC that we had suspended flying due to our safety concerns with gliders landing too near to us. CGC said that throughout the day they would be practicing emergency landing procedures. This reinforced the timely decision by all those flying models that we should suspend flying for the rest of the day.	Closed
13	24-Aug-2023	Loss of control of an EDF Foam Jet model. The model flying at high speed descended from the east directly toward the pit area and flying at low level narrowly missed the flightline observer (Safety Officer who had to take avoiding action) and passed over the heads of 3 club members seated adjacent to the pits. The model then flew (still out of control) towards the hangar on the south side of runway 027 and disappeared from site behind it. It reappeared and flew back toward the runway. Some measure of control was regained and the model was landed on the runway. Throughout this occurrence the pilot was commanded to bring the model to ground ASAP, however there was no possibility for those present on the flightline to intervene by taking control of the transmitter as it was harnessed to the pilot.	The pilot was informed of the severity of the incident which could have resulted in severe injury or worse to the flightline observer and members seated adjacent to the pits area. Initial review of the incident indicated loss of control due to pilot error and the complexity of the transmitter in use (advanced Jeti unit). The pilot was stopped from further flying and briefed on actions to be taken to minimise such occurrences in future. It was agreed with the pilot that he would not be allowed in future to fly at Aston Down using the Jeti transmitter as it is deemed too complex and not tractable to be passed to another pilot in case of emergency.	The pilot to configure his models to be controlled by a Spektrum Transmitter he currently owns. For him to resume flying at Aston Down, his the correct functioning of his models to be checked by club trainer Simon Wareham prior to use flying on site and the pilot to be restricted to supervision by the aforementioned club trainer until safe and satisfactory flying can be consistently demonstrated	Open