

CRCS Incident Log 2025

DATE	INCIDENT	ACTION	RESOLUTION	
19/03/25	Loss of control of a CAP (large petrol I.C.) model resulting in a crash into open grass area to the left of the copse located to the north east of the end of runway 027 beyond the periwaiway.	The pilot efforts to control the model were curtailed when it strayed into the crash area and the motor was immediately cut to ensure the model came to earth in the open area away from the periwaiway and buildings. There was no traffic at the time and the action taken by the pilot ensured no risk to persons or property.	<p>Examination of the model remains determined that the aileron servo located in the port wing had become detached from the wing and the screws securing the servo in the starboard were loose, indicating that the failure was most likely to be caused by vibration of the airframe induced via the motor. This model has flown over 200 times with no problem and has been well maintained.</p> <p><u>Update 03/04/25</u> Examination of the wing showed wear in the bushes supporting the hinge rod linking the ailerons to the mainplane allowed vibration to occur sufficient to loosen the servo attachment screws.</p> <p>This raises an issue relating to the need to carry out simple checks on the airframes and security of servos, control surface attachments at the time of preparing the model prior to flight as well as the usual pre-flight range and failsafe checks.</p> <p>Members to be reminded of the need for effective model safety checking in</p>	closed

			reference to CRCS documented procedures. <u>Update 10/07/25</u> This particular model has undergone an extensive rebuild with particular attention to control surface security. Incident now closed.	
22/05/25	Flying on the day was carried out from the south side of Runway 26 due to a NNE moderate breeze (stronger at flying altitude). The pilot attempted a grass landing at the periphery end of the pits line from South to North which was into wind. This is a common approach profile with a northerly wind. It was aborted just prior to touchdown. Full power was quickly applied and it is believed that the model torque rolled to the left at high angle of attack and full flaps. The gusty cross runway wind also contributed. The combination resulted in a turn directly back over the pits at around 8 feet over the heads of persons in that area. Prior to this the pilot had informed and received agreement from all present to land using this approach pattern. Control of the model was not fully regained until the model was close to the south perimeter track when airspeed increased and angle of attack reduced. A landing well to the left of the pits area was subsequently executed safely without incident.	See incident below	See incident below	closed
22/05/25	The pilot was flying a small foam model and executed a loop just to the east of the periphery. At the top of the loop the strong crosswind caused it to drift over the head of the pilot who subsequently lost orientation and control of the model which then descended vertically into to pits area just missing persons and models located	In both incidents, the prevailing wind conditions exacerbated problems with control of the models flying within the vicinity of a critical area. Note that a strong NNE crosswind causes models to	Both members to demonstrate to club instructors their ability to risk assess the effects of prevailing weather conditions with respect to performance of preflight operations, take-off, flying manoeuvres and landing in relation to	closed

	<p>there. No injury to persons or damage to property occurred.</p>	<p>weathercock away from the pits during the takeoff ground roll, but to be blown towards the pits when airborne. Both pilots are long term CRCS members and have long term flying experience. However, these conditions should have been taken into account prior to executing the manoeuvres undertaken. Both pilots immediately realised the consequences resulting from their actions and prevailing wind conditions</p>	<p>minimising risks to other persons and property on the flight line and wider vicinity. In addition, the pilot of incident above is to understand the effects of torque roll at high angles of attack and a demonstration of accurate control during full power go arounds is to be carried out.</p> <p>The outcome from these two incidents to be communicated to all CRCS members together with guidance on flying in crosswinds and the importance of using the BMFA's SWEETS on arrival at the field. (Sun, Wind, Environment, Emergencies, Transmitter, Site Rules).</p> <p>Both pilots have satisfactorily demonstrated to club instructors compliance with the corrective actions stated above.</p> <p>Actions closed 14/07/25</p>	
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Notes:

Three Safety Incidents were recorded in 2024 and three in 2025 which shows incidents continue to be at a low level. All members continually ensure the following issues are implemented prior to flight.

1. Ensure all models are correctly bound to the transmitter and the control surfaces are correctly configured and aligned prior to flight to ensure minimal trimming is required.
2. When two or more (maximum of four) members are flying, they must maintain communication to ensure all are aware of manoeuvres being undertaken.
3. Observers to visually scan the roads and sky above and behind the flightline for passing pedestrians, cyclists, vehicles and gliders and clearly inform pilots as required.
4. All pilots familiarise with CRCS Airfield and Safety Rules and designated Flying Areas.