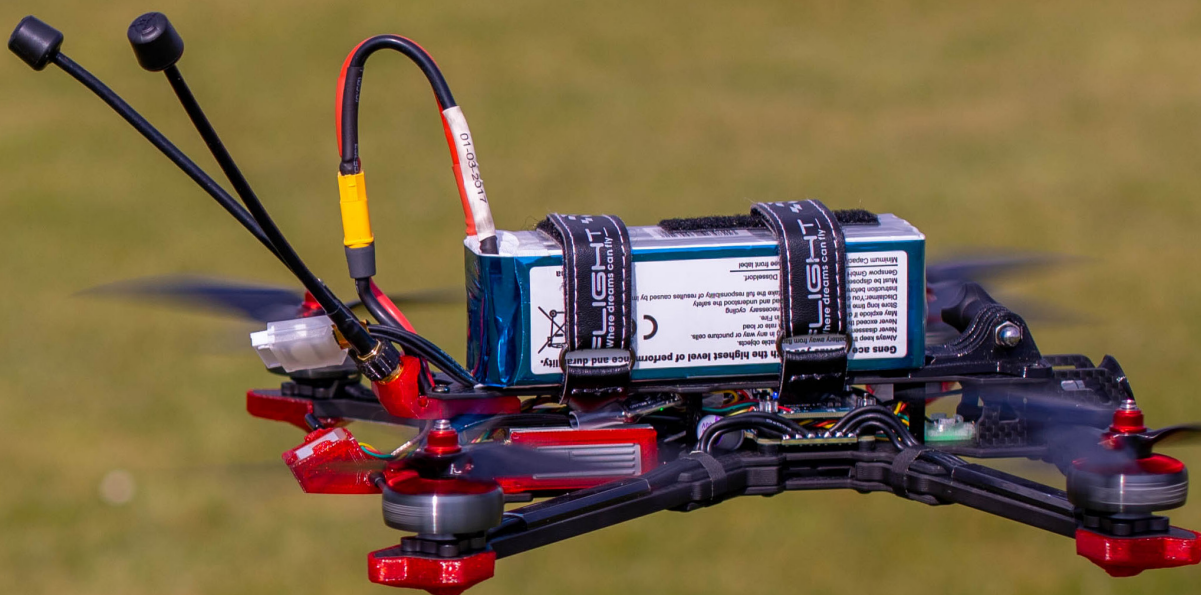


BRITISH MODEL FLYING ASSOCIATION

The Radio Control (RC) Achievement Scheme Test Standards Guidance



PART 1: BMFA TESTS GUIDANCE

PART 2: MULTIROTOR 'A' CERTIFICATE / BPC

PART 3: TEST FORM

This document covers all the aircraft and exercise specifics and requirements for the above highlighted BMFA Achievement Scheme test.

This document is suitable guidance for:

Candidates, Examiners and Instructors

2026 issue



ABOUT THIS DOCUMENT:

This document contains the practical test details for the discipline listed on the cover and lists the requirements specific to the individual test as such.

The practical and theory exercises listed in this document must be completed in the numbered order, however the candidate is not expected to memorise this list, nor does it need to be performed as a schedule.

Candidates should read 'PART 1: BMFA TESTS GUIDANCE' before this document as it contains critical information applicable to ALL tests.

The 'PART 3: TEST FORM' is primarily for examiner use, however a comparable exercise list can be found at the end of this document, as it can be a great check sheet for candidates to track their practice progression.



IMPORTANT - CHECK THIS IS THE CURRENT VERSION:

It is important to appreciate that ALL the scheme documents are reviewed and updated on an annual basis. Whichever document you are using, you will know if you have the right one, simply by looking at the date on the front cover. If it's not dated with the current year, it is the wrong one!



EXAMINER DISCRETION AND FLYING LAWFULLY:

An examiner reserves the right to refuse to undertake this test if they believe any proposed flight/s cannot be completed safely, and/or lawfully, either as a result of the candidate's actions or the flying location.

It is the candidate's responsibility to fly lawfully. Therefore, they must demonstrate to the examiner compliance with UK Operator ID and UK Flyer ID laws before taking this test.



Contents

General Information

- 3 Contents.
- 4 Aircraft Requirements.
- 5 Location and Direction Requirements.
- 6 **STOP - READ THIS PAGE BEFORE CONTINUING**

Test Exercises - Practical

- 7 1. Carry out pre-flight checks.
- 7 2. Successfully demonstrate the aircraft's failsafe.
- 8 3. Take-off and climb to 'Hovering Height' and hover over the take-off point for twenty (20) seconds, then land.
- 11 4. Horizontal 'T' at 'Hovering Height'.
- 13 5. Two Lazy Eights at 'Hovering Height'.
- 14 6. Carry out post-flight checks.

Test Exercises - Theory

- 15 1. Successfully answer a minimum of five (5) safety matter questions.
- 16 2. Provide evidence of remote pilot competency.

Further Information

- 17 BMFA details.
- 18 Candidate Training Log.
- 20 Test Exercises Summary.

Aircraft Requirements



General.

A multirotor for the benefit of this test is defined as a rotorcraft with three or more rotors, such as a 'Tricopter', 'Quadcopter', 'Hexacopter' or 'Octocopter'.

There is **NO** minimum size, and/or minimum weight for the test. However, candidates are reminded that no adjustment may be made to the test standards to suit the aircraft's size, ability, and/or weight.

NOTE: Conventional 'Camera Drones' (such as those from DJI, Autel, Parrot, Holy Stone etc.) are not suitable and therefore not permitted for these tests. Candidates with these aircraft may instead take the Camera Drone Certificate of Competency test.

Gyro.

The use of a '**flight enabling only**' gyro is permitted for the test, as it is accepted that a multirotor typically cannot be flown without the use of a '3-Axis Gyro'.

'Flight enabling only' means that for all intent and purposes the aircraft is flown in a true 'manual' mode, and that the gyro is not creating any 'Smart Electronics' stability or control effects.

'A' CERTIFICATE REQUIREMENTS:

The aircraft must be a multirotor.
The test must be flown in 'manual' mode.

NOT PERMITTED:

Conventional camera drones.
Smart Electronics.

BPC OPTIONS:

A candidate will default to taking a BPC test if they do any of the following:

Use Smart Electronics for:

- » Self-levelling to the horizon.
- » Pitch / Roll maximum angle limiting.



EXAMINER DISCRETION:

An examiner reserves the right to refuse the use of an aircraft for a test if they do not deem it suitable or safe for the purposes of taking the test.

Location and Direction Requirements



General.

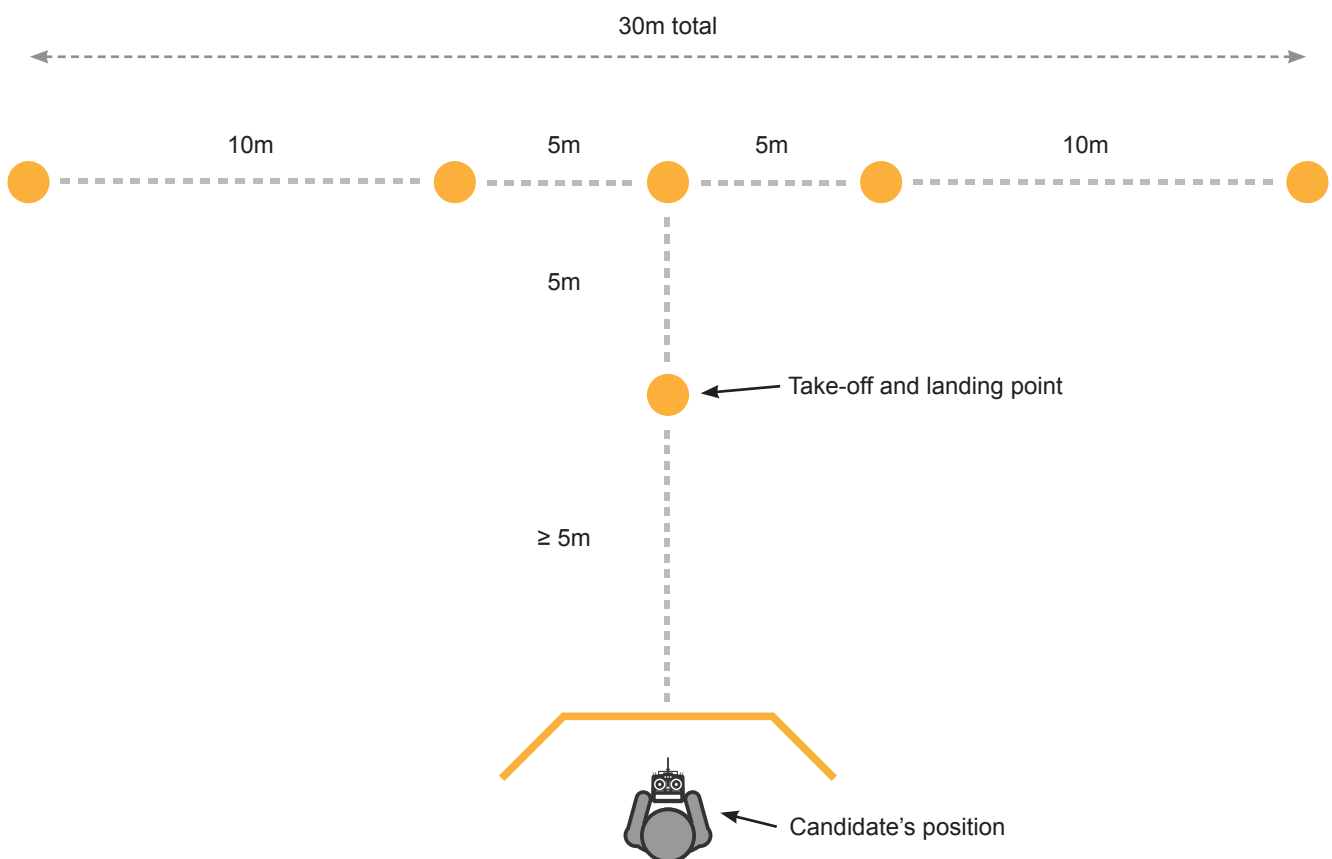
This test requires hovering and manoeuvring over and around referenced points, as well as minimum distances. Although not mandatory, it can be beneficial to set out cones, or other such marking points, for this purpose. It is also permitted to use such reference markers during the test itself.



Direction requirements.

This test has some exercises which must be performed in given directions.

Below is a diagram of referenced points applicable to this test.



NOTE: The distance between the candidate and the take-off and landing point must be a minimum of 5m but may be more at the candidate's choice.



STOP:

**Before continuing, have you read
'PART 1: BMFA TESTS GUIDANCE' ?**

This test must be undertaken by following the Achievement Scheme guidelines which are detailed in the PART 1 document.

Failure to adhere to the guidelines will result in any test being deemed null and void, regardless of the outcome.



EXAMINER REQUIREMENTS:

This test may be examined by any current BMFA registered examiner.

Test Exercises - Practical



NOTE: The following items must be completed in the numbered order, however the candidate is not expected to memorise this list, nor does it need to be performed as a schedule.

1. Carry out pre-flight checks.

The candidate must demonstrate their preparation for a 'safe flight', as if it is the very first flight of the day at a new location. This must cover and include:

- » Risk assessing the safety and legality of the proposed flight/s using 'SWEETS' as detailed in the BMFA Member's Handbook.
- » Preparing their aircraft using pre-flight checks as detailed in the BMFA Member's Handbook.
- » Ensuring their aircraft is handled in a safe manner.

NOTE: Overall, the candidate is expected to demonstrate how they have come to the decision that it is both 'legal' and 'safe to fly'.

The examiner will look to assess that the candidate has:

- » A steady and regular routine of checks.
- » Appropriately assessed the lawfulness and safety risk of their flight.
- » Appropriately checked and prepared their aircraft for flight.
- » Assessed potential impact on others in the area, for example radio frequencies.
- » Operated within local site, and/or club rules.
- » Operated in a generally safe manner, for example when powering on, and/or starting any motor.

2. Successfully demonstrate the aircraft's failsafe.

The candidate must demonstrate that their aircraft's failsafe is appropriately set, which as a minimum must be set to '**throttle to idle upon loss of control signal**'.

The examiner will look to assess that the candidate has:

- » Set the failsafe correctly.
- » Performed the failsafe test safely, i.e. suitable restrained the aircraft, and/or, removed any component that might become dangerous in the event of a loss of control.



IMPORTANT:

If the failsafe does NOT work correctly when tested for any reason, then the test MUST be considered an instant failure.



3. Take-off and climb to 'Hovering Height' and hover over the take-off point for twenty (20) seconds, then land.

The candidate must take-off and climb to the 'Hovering Height' of approximately 10ft (i.e. slightly above head height) over the take-off and landing point, and maintain a reasonably stable hover for 20 seconds, before descending and landing back at the take-off and landing point.

The examiner will look to assess that the candidate has:

- » Checked it is safe to enter the designated take-off and landing area with their aircraft and called their intent to do so.
- » Checked it is safe to take-off, and/or land, and called their intent to do so each time.
- » Climbed from take-off, and descended to landing, vertically in a reasonably smooth manner.
- » Maintained a reasonably steady height of approximately 10ft (i.e. slightly above head height).
- » Held the aircraft in a reasonably steady hover for 20 seconds without undue oscillation.

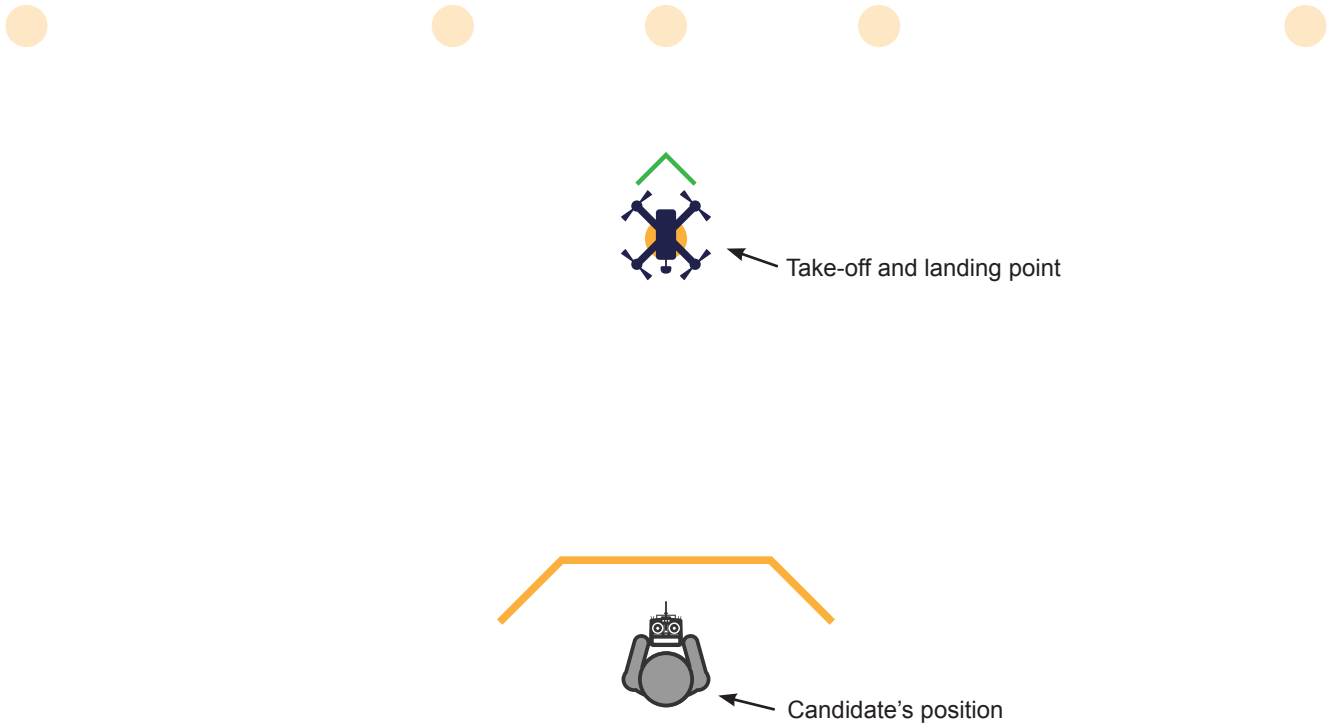
NOTE: The candidate is not expected to time the 20 seconds (the examiner should time the hover and say when to progress).

At the end of the exercise and if safe to do so the aircraft may be left armed and ready to fly in the take-off and landing position ready for exercise 4.

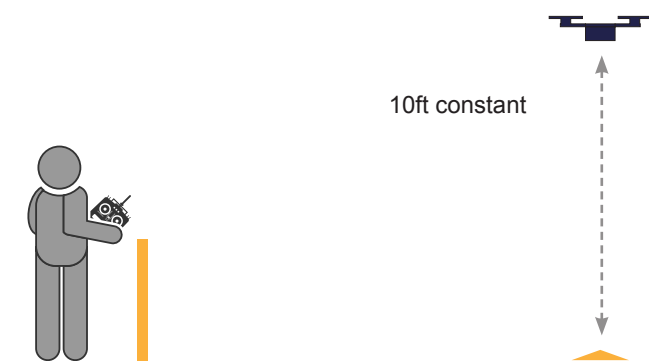
Test Exercises - Practical



Location of exercise in flight area:



Height of exercise above the ground:





4. Horizontal 'T' at 'Hovering Height'.

The candidate must complete this exercise at the 'Hovering Height' of approximately 10ft, and in the following six steps:

- i. Take-off and climb to 'Hovering Height' and hover over the take-off and landing point for five (5) seconds.
- ii. Hover forwards slowly for approximately 5m, stop and hover for five (5) seconds.
- iii. Hover sideways slowly for approximately 5m, stop and hover for five (5) seconds.
- iv. Hover sideways slowly in the opposite direction for approximately 10m, stop and hover for five (5) seconds.
- v. Hover sideways slowly in the original direction for approximately 5m, stop and hover for five (5) seconds.
- vi. Hover backwards slowly for approximately 5m to the starting point, stop and hover for five (5) seconds, then land.

The examiner will look to assess that the candidate has:

- » Checked it is safe to take-off, and/or land, and called their intent to do so each time.
- » Climbed from take-off, and descended to landing, vertically in a reasonably smooth manner.
- » Held the aircraft in a reasonably steady hover for 5 seconds without undue oscillation at each stopping point.
- » Maintained a reasonably steady height of approximately 10ft (i.e. slightly above head height).
- » Transitioned between each point at a slow hovering pace and a constant heading.

NOTE: The candidate may choose to go clockwise or counter-clockwise, and is not expected to time the 5 second stops (the examiner should time each stop and say when to progress).

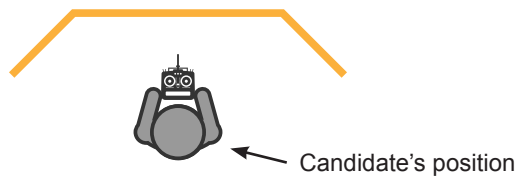
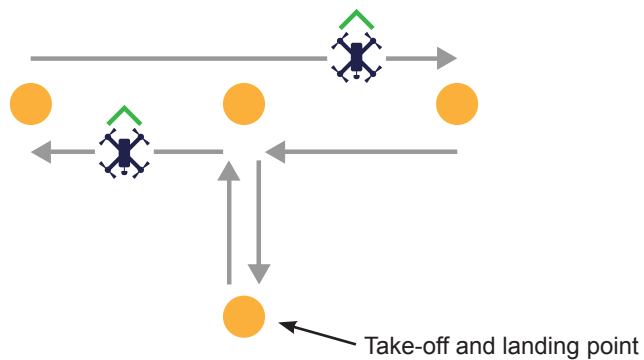
At the end of the exercise and if safe to do so the aircraft may be left armed and ready to fly in the take-off and landing position ready for exercise 5.

Test Exercises - Practical



Location of exercise in flight area:

Example: Clockwise



Height of exercise above the ground:





5. Two Lazy Eights at 'Hovering Height'.

The candidate must complete this exercise at the hovering height of approximately 10ft, and in the following six steps:

- i. Take-off from the take-off and landing point and hover slowly forwards about 5m while climbing to 'Hovering Height', stop and hover for five (5) seconds.
- ii. Turn 90° either left, or right, and slowly fly two (2) lazy eights maintaining the aircraft in a hover.
Note: The lazy eights must be at least 30m long and the aircraft must be flown forwards at around a walking pace at all times, turned 'away' at both ends, and present as 'side-on' while passing the candidate.
- iii. At the end of the second lazy eight, stop, return the aircraft to a 'tail-in' orientation and hover for five (5) seconds, then slowly reverse approximately 5m to the starting point and land at the take-off and landing point.

The examiner will look to assess that the candidate has:

- » Checked it is safe to take-off, and/or land, and called their intent to do so each time.
- » Climbed from take-off, and descended to landing, in a reasonably smooth manner.
- » Held the aircraft in a reasonably steady hover for 5 seconds without undue oscillation at each stopping point.
- » Maintained a reasonably steady height of approximately 10ft (i.e. slightly above head height).
- » Maintained a reasonably consistent slow hovering pace during flight and flown smoothly forwards at all times.
- » Passed themselves 'side-on' at the mid-point of the lazy eights.
- » Turned away from themselves at either end of the lazy eights.
- » Checked it is safe to enter the designated take-off and landing area to retrieve their aircraft and called their intent to do so.

NOTE: The candidate may choose to go left or right first and is not expected to time the 5 second stops (the examiner should time each stop and say when to progress).

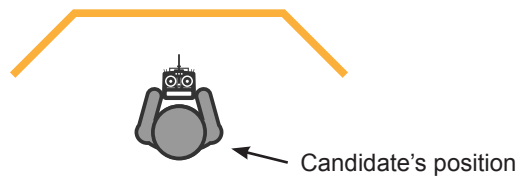
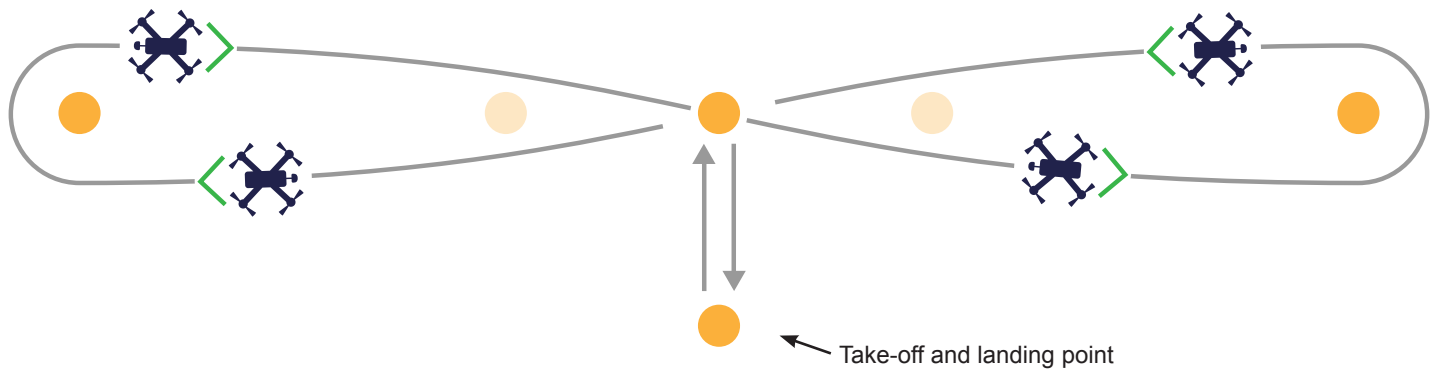
At the end of the exercise and when safe to do so the aircraft may be retrieved from the take-off and landing position, as flying is now complete.

Test Exercises - Practical



Location of exercise in flight area:

Example: Left first



Height of exercise above the ground:





6. Carry out post-flight checks.

The candidate must demonstrate the steps they take to make their aircraft 'safe' at the end of their flight. This must cover and include:

- » Assessing their aircraft's condition using post-flight checks as detailed in the BMFA Member's Handbook.
- » Ensuring their aircraft is handled in a safe manner.

The examiner will look to assess that the candidate has:

- » A steady and regular routine of checks.
- » Operated in a generally safe manner, for example when stopping any motor, and/or, powering down.
- » Appropriately assessed that the aircraft is now safe to be left unrestrained.

Test Exercises - Theory



1. Successfully answer a minimum of five (5) safety matter questions.

The candidate must successfully answer a minimum of five (5) safety matter questions. The examiner may choose their own questions, which must be based on the following criteria:

- » Safety matters as detailed in the BMFA Member's Handbook.
- » Best practices relevant to the type of aircraft the candidate is operating.
- » Local site rules.
- » UK laws and regulations for model aircraft and drone operating and flying, which may include questions from the 'Mandatory Questions' list at the examiner's discretion.

NOTE: The candidate must not be expected to answer questions that are not related to safety, and/or flying legally. For example, questions relating to the BMFA's, or a club's constitution are not considered 'safety' related, however questions relating to a site's, or club's rules are.

The examiner will look to assess that the candidate has:

- » A suitable understanding of safety for the type of aircraft they are operating (i.e. the candidate is aware of the dangers and risks specific to the type of aircraft they are flying).
- » A suitable understanding of safety for the type of environment they are operating in (i.e. the candidate is aware of the rules for the area they are operating in).
- » A suitable understanding of how to minimise the risk of any potential for any accident, while also demonstrating an understanding of what to do in the event one occurs.



IMPORTANT:

No matter how well the flying element of the test has been performed, if the candidate is unable to answer the theory questions when asked, the test must be considered a failure.

Test Exercises - Theory



2. Provide evidence of remote pilot competency.

Further to the legal requirement for a remote pilot to hold a current UK Flyer ID, the candidate must provide evidence of knowledge of the BMFA Article 16 Authorisation (regardless of the weight of the aircraft used for the test). This may be achieved in one of two ways:

Option 1 - Provide proof of a current BMFA RCC (registration competency certificate).

If the candidate is able to demonstrate to the examiner that they hold a current BMFA RCC, then this is part 2 of the theory element complete.

NOTE: The examiner must record the pass date of the candidate's RCC on the test form.

If the candidate is NOT able to demonstrate to the examiner that they hold a current BMFA RCC, then they must proceed to option 2.

NOTE: Once a candidate has passed the RCC, they can show it to the examiner electronically by logging into their page of the 'Membership Portal'. Alternatively, the candidate may opt to download it to an electronic device or print a paper copy to show as proof.

Option 2 - Successfully answer a minimum of five (5) mandatory questions.

If the candidate has not passed the BMFA RCC, and/or, is unable to provide evidence of having done so to the examiner, then they must answer five (5) questions from the BMFA Mandatory Question list, which can be found at the end of the PART 1: ALL TESTS GUIDANCE document. The examiner should only ask five (5) mandatory questions and if the candidate does not know the answer to any of the questions, then the test must be considered a fail.

NOTE: The examiner must record the numbers of the mandatory questions asked on the candidate's test form.



IMPORTANT:

The BMFA system holds a record of all current RCC holders. If a test form is submitted for a candidate without the appropriate 'theory part 2' being completed, then the test pass cannot be entered into the system and the test may be rendered null and void.

**BMFA address.**

British Model Flying Association
c/o British Gliding Association
8 Merus Court
Meridian Business Park
Leicester
LE 19 1RJ

0116 244 0028

<https://achievements.bmfa.uk>

Candidate Training Log

[illegible]

Candidate Training Log

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Test Exercises - Summary



Practice checklist

Result: Practical Check List Item: (To be completed in the following order)

- ☐ 1. **Carry out pre-flight checks.** (Demonstrating knowledge of 'SWEETS' and the 'BMFA Member's Handbook')
- ☐ 2. **Successfully demonstrate the aircraft's failsafe.** (A non-working, or incorrectly set failsafe is an instant test failure)
- ☐ 3. **Take-off and climb to 'Hovering Height' and hover over the take-off point for twenty (20) seconds, then land.** (Hovering height is around 10ft, i.e. slightly above head height)
- ☐ 4. **Horizontal 'T' at 'Hovering Height'.** (Hovering height is around 10ft, i.e. slightly above head height)
 - i. Take-off and climb to 'Hovering Height' and hover over the take-off point for five (5) seconds.
 - ii. Hover forwards slowly for approximately 5m, stop and hover for five (5) seconds.
 - iii. Hover sideways slowly for approximately 5m, stop and hover for five (5) seconds.
 - iv. Hover sideways slowly in the opposite direction for approximately 10m, stop and hover for five (5) seconds.
 - v. Hover sideways slowly in the original direction for approximately 5m, stop and hover for five (5) seconds.
 - vi. Hover backwards slowly for approximately 5m to the starting point, stop and hover for five (5) seconds, then land.
- ☐ 5. **Two Lazy Eights at 'Hovering Height'.** (Hovering height is around 10ft, i.e. slightly above head height)
 - i. Take-off and fly slowly forwards about 5m while climbing to 'Hovering Height', stop and hover for five (5) seconds.
 - ii. Turn 90° either left, or right, and slowly fly two (2) lazy eights maintaining the aircraft in a hover.

Note: The lazy eights must be at least 30m long and the aircraft must be flown forwards at all times and present as 'side-on' while passing the candidate.
 - iii. At the end of the second lazy eight, stop, return the aircraft to a 'tail-in' orientation and hover for five (5) seconds, then slowly reverse approximately 5m to the starting point and land.
- ☐ 6. **Carry out post-flight checks.** (The candidate must show knowledge of the BMFA Member's Handbook)

Result: Theory Check List Item: (To be completed at the end of the test)

- ☐ 1. **Successfully answer a minimum of five (5) safety matter questions.**
- ☐ 2. **Option 1) - Proof of a current BMFA RCC and date passed:** (If not go to 'Option 2')
Option 2) - Successfully answer a minimum of five (5) mandatory questions instead of 'Option 1'.
- Mandatory questions asked if applicable (.....) (.....) (.....) (.....) (.....)



READY TO TAKE A TEST?:

If you have progressed with this document and now feel ready to take a test, or would like to arrange a mock test, you can engage with the Achievement Scheme via the various methods detailed in 'PART 1: ALL TESTS GUIDANCE'.

Good luck, it is a great personal achievement goal you have set yourself.