



**BRITISH MODEL FLYING ASSOCIATION**

**THE R/C ACHIEVEMENT SCHEME**

**GUIDANCE for AREA CHIEF EXAMINERS**

**2023 ISSUE**

## **POWER ACHIEVEMENT SCHEMES**

### **Guidance For Chief Examiners**

The job of a Chief Examiner is to “assess applicants for the post of Club Examiner and to promote and maintain the standards of the R/C Power Achievement Scheme by example and by visiting clubs who require their services”.

When assessing a candidate for Club Examiner, your task as a Chief Examiner can be split into three distinct phases, and the final decision made by you will actually be controlled by three distinct questions about phase 2 during the test. The phases are:

- (1) Your own preparation.
- (2) The Assessment
- (3) Conclusion

There are separate qualifications within the achievement scheme, fixed wing power, helicopter and silent flight (electric, thermal and slope), a club examiner may be called upon to officiate at tests involving any. A club examiner can take an ‘A’ test and be a lead examiner in a ‘B’ test in the discipline they have been assessed in. They can also take an ‘A’ test and stand as second examiner in a ‘B’ test of the other disciplines.

This means that any examiner you pass should have a reasonable working knowledge of disciplines which are not his main one. This knowledge should at the very least enable them to judge fairly whether an ‘A’ certificate flight was performed safely and to good standard regardless of whether the flight was performed by a fixed wing power model, silent flight model or a helicopter.

The implications of this are that you too should have similar reasonable working knowledge of the discipline and if you do not then you should certainly make the effort to obtain such basic knowledge.

This does not mean that, for instance, if you are a fixed wing Chief Examiner you should learn to fly a helicopter but you cannot expect to pass a Club Examiner without at least being able to find out how much he knows about basic helicopter flying.

Finally, you should remember that Club Examiners nearly always set the standards within their clubs, either consciously or unconsciously, and your decisions should be taken with this in mind.

### **Legal Responsibilities**

Only pilots with a suitable model that are operating legally are eligible to take the test.

There are clearly defined legal requirements for the operation of Small Unmanned Aircraft (model aircraft), from passing a CAA (or BMFA) legal & safety knowledge test before piloting a model, to registering with the CAA as an SUA Operator (can also be done via the BMFA) if the pilot is also the owner and operator of the model aircraft, then ensuring the SUA Operator identity number is appropriately attached to the model. There are also restrictions on where a model can be flown and the heights and distances from people, property, vehicles or structures that the model can be operated. Finally, there is a legal requirement to operate the model safely e.g. ensuring the model is 'fit for safe flight' and the pilot is in a fit state to undertake that flight, as well as the site and weather conditions being suitable.

## **GUIDELINES FOR PART (1), PREPARATION**

As in all walks of life the success or failure of any venture can be dependent on the initial preparation. As Chief Examiner who has been called upon to examine a prospective club examiner, you should make every effort to discuss the upcoming test with one or more senior members of the club in order to get as much background knowledge as possible of the candidates experience and attitude.

This preparation is vital, not only to give you some advance information on the candidate, but also to make you conversant with any local club rules which may affect the test. This is especially important if you are taking the test at a club with whom you do not normally fly.

You should also ensure before the test that the candidate is fully aware of what is expected of him so that misunderstandings do not occur when the model is in the air.

## **PART (2), THE ASSESSMENT**

The candidate should be fully conversant with the relevant BMFA guidelines and safety codes for model flying, CAP 658 and the requirements of the Air Navigation Order and also the BMFA achievement scheme standards booklets. He should have prepared, before the assessment, suitable questions to ask both A certificate and B certificate test candidates. If the candidate cannot demonstrate this level of knowledge and has not prepared the required questions he should be considered as not suitable for club examiner status at that time and the assessment should not take place.

The assessment will consist of 2 parts, the same procedures and methods will apply for all club examiner assessments in all disciplines.

### Part 1) Demonstration flight.

The candidate will be asked to fly the manoeuvres from the B certificate as if he was being examined. The candidate may have a helper and caller if he wishes, however the candidate is expected to be fully conversant with the manoeuvres and the order in which they are to be flown.

The candidate will be expected to fly the B test well enough to pass, the Chief examiner carrying out the assessment must be satisfied that the candidate has the ability to demonstrate all the manoeuvres in the A and B tests of the relevant discipline, however it is not expected that the candidate fly a perfect B test. Upon landing, and completion of the post flight checks, the candidate must brief the Chief Examiner on the flight, as part of the briefing the candidate must inform the Chief Examiner whether he considers the flight to have been a "pass" and also point out any errors made. The Chief Examiner will be expecting an honest and accurate appraisal of the flight and if he feels this isn't the case, or the candidate does not mention an obvious error from the flight in the briefing, the candidate should be considered as not suitable at that time.

### Part 2) Demonstration Tests.

The candidate must then carry out as a minimum either an A or B certificate examination, but preferably both.

The club examiner candidate will be expected to give both a pre-flight briefing to the pilot explaining what he is looking for and the positioning required for each manoeuvre and also a post-flight briefing explaining reasons for failing a candidate where relevant and also pointing out any areas where improvements could have been made.

The pilots for these tests can be either actual test candidates, volunteer pilots for the purpose of "simulated" tests or, in the event that no other pilots are available, the Chief Examiner. If the pilots are actual candidates for tests and after the completion of a test a pass has been achieved, the Chief Examiner can award the relevant certificate.

The chief examiner will make his final judgement on suitability for club examiner status based on both parts of the assessment and to award Club Examiner status the Chief examiner must be satisfied that the candidate has a suitably high level of knowledge, flight safety and flying ability and also has the required approach to examining candidates and understands the standards required to achieve passes at both A and B level.

When deliberating on the assessment, you must rely solely on your judgement. You will have talked with the candidate at some length so as to gain an impression of their depth of experience and knowledge and you will have checked with them that they are fully conversant with all the safety codes etc.

Many Examiner candidates (and existing Examiners) have the attitude that some of the flying tests in the achievement scheme are "aerobatics" and must be flown as a strict schedule with no deviations, very much like an FAI competition schedule. This is absolutely wrong and you must be aware of candidates who are convinced that this is the case.

In fact the flying in the 'A' and 'B' certificates are about the ability of the flyer to be in full and safe control of the model at all times during a flight in which they must fly a set of simple specified manoeuvres competently and with reasonable accuracy.

If an examiner candidate's attitude is fixed on the 'competition schedule' approach and you cannot persuade them otherwise, you should not pass them.

If you encounter examiners who are operating on this basis, you should take whatever steps are necessary to re-orientate them.

With regard to the candidate's standing within their own club they will have been recommended by their club committee in the first place so they should rate quite well on that score but you should check with other club members if you are not sure. There are no guidelines beyond this point; you must form your own impression and make your decision.

### **GUIDELINES FOR FLIGHT SAFETY**

Your decision on the candidate's flight safety standards will be based on a much more objective view of their performance both during and, perhaps even more importantly, before and after the flying test.

You should be looking for evidence that the candidate has very high standards in this category from the moment you meet them on the flying field until the moment you finally sign their certificate. This is most important as anyone can pay 'lip service' to safety standards for a short period but if they are unsafe when they think you are not watching them, they should not pass.

The basic safety standards are laid down in the safety codes and you should not expect much less than perfection in this area.

Note that the category of flight safety also includes both pre and post flight safety checks so these will not be discussed in relation to flying standards.

It will be a point in the candidate's favour if they show a measure of common sense during their whole time with you on the flying field and a general and sympathetic awareness of other flyer's problems might also be a positive indicator for you.

### **GUIDELINES FOR PART (3), CONCLUSION**

At the completion of a test and assuming that you have deemed the candidate to be successful, you should then make sure that the new examiner thoroughly understands his future responsibilities to his fellow club members and to model flying as a whole.

At this stage it would also be helpful if you went through the 'A' and 'B' test forms with the new examiner and made certain that they fully understand them. You should point out that both the scheme controller and the Leicester office will eventually have to make sense of how the Examiner has filled them in.

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