

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE

The 57th meeting (wef 02/12/00) was held on
29th November 2014
at Langley House, 21 Polegate, Luton, Bedfordshire

ADOPTED MINUTES
of the First Technical Meeting after the BMFA AGM

Jo Halman was the person delegated by the BMFA Chairman to call this first meeting and is empowered to Chair the meeting until a new Chairman is elected.

Present: Peter Halman; Jo Halman; Mick Lewis ; Mervyn Jones; Vernon Hunt; Tony Goodger

Action

(57)1 Election of Officers , Co-Options & Acceptance of Specialist Bodies Representatives

(57)1.1 Establish the voting strength of the Meeting

There were 3 voting members.

(57)1.2 Election of Chairman (1)

Peter Halman was proposed by Jo Halman and seconded by Vernon Hunt and was unanimously elected as Chairman.

(57)1.3 Co-Options, as and if required, to bring the number of full members to a maximum of six.

Mick Lewis and Mervyn Jones were unanimously co-opted to the Control Line Technical Committee bringing the total Committee members to six.

(57)1.4 Re-establish the Voting Strength of the Meeting

There were now 5 voting members.

(57)1.5 Election of Chairman (2)

This was completed at item (57)/1.2

(57)1.6 Election of Secretary

Jo Halman was proposed by Mick Lewis and seconded by Vernon Hunt and was unanimously elected as Secretary.

(57)1.7 Election of Treasurer

Mick Lewis was proposed by Jo Halman and seconded by Vernon Hunt and was unanimously elected as Treasurer.

(57)1.8 Election of Council Delegate

Vernon Hunt was proposed by Mervyn Jones and seconded by Peter Halman and was unanimously elected as Council Delegate.

(57)1.9 Acceptance of Voting Recognised Specialist Body Representatives

Peter Halman	SpeedCom
Mick Lewis	CFA (Combat Flyers Association)
John Mealing	VTRSIG (Vintage Team Racing Special Interest Group)
Tony Goodger	SAM 35

Proposed by Peter Halman, seconded by Mick Lewis & carried unanimously.

The Committee also noted that:

- (a) Andy Housden representing the Carrier discipline had a standing invitation to attend the Control Line Technical Committee meetings in a non-voting capacity and graciously declines to claim any travelling expense.

cont/...

(57)1.9.../cont

- (b) Mervyn Jones would represent the Aerobatics and especially the F2B fliers.
- (c) Tony Goodger would also represent the Vintage Speed fliers.
- (d) Peter Halman, as an elected member of the Control Line Technical Committee and as the SpeedCom Representative would exercise only one vote.
- (e) Mick Lewis, as a co-opted member of the Control Line Technical Committee and CFA representative would exercise only one vote.

(57)1.10 Establish the Final Voting Strength of the Meeting

The final voting strength of the meeting was 6.

(57)1.11 Election of Chairman (3)

This was completed at item (57)/1.2

(57)1.12 Election of Secretary, Treasurer and Council Delegate if this has not been completed at items (1.6), (1.7) and (1.8)

Completed at items 1.6 1.7 and 1.8

(57)1.13 Election of PRO

None; PRO duties are undertaken by the Secretary, Jo Halman, in liaison with the Specialist Body representatives and other members of the Committee.

(57)1.14 Election of Safety Officer

Safety is the responsibility of each member of this Committee, of the Specialist Bodies and of each Control Line flier and is monitored as a matter of course. Peter Halman was tasked with attending the BMFA Safety Review Committee on behalf of the CLTC.

(57)1.15 Election of Rules Officer (Full Council decision of 12-09-09)

Jo Halman was proposed by Mick Lewis and seconded by Peter Halman and was unanimously elected as Rules Officer.

(57)1.16 Appointment of the Committee Results Officer

This task is currently undertaken by the Secretary. She will continue to compile the Open Speed League and F2A Speed Team Selection League; Mervyn Jones will compile the F2B Team Selection League; Chris Barker will compile the F2C team selection table and John James will compile the F2D team points table. The competition results and the appropriate team selection league/table must be sent to the Secretary within seven days of the competition date.

(57)1.17 Decide who will be the budget signatory for the Team Travel Fund if this is not to be the Treasurer

The Committee unanimously agreed that Mick Lewis, Treasurer, should continue to be the Team Travel Fund budget signatory.

(57)2 Apologies for Absence

Apologies had been received from Chris Barker, John Mealing and Andy Housden.

(57)3 Minutes of Previous Meeting 11th October 2014

There were no corrections. Vernon Hunt proposed that the Minutes be accepted as a true and accurate record of the meeting of 11th October 2014. This proposal was seconded by Peter Halman and approved: For: 5. Against: 0; Abstentions: 1.

(57)4 Matters Arising (and not already on the Agenda)

(56/8 The Aerobatics Representative will try to get some Judges Training in March 2015 at Ashbourne or Barton and possibly in May at Barton. Finding judges or people who want to be judges is still difficult. The judge who needs further training will be required to attend the March training & May training.

(56)/9 There is a reserve team for F2C for the 2015 Championships. It may be necessary to select mix/match F2C teams for the 2016 Championships. Mixing/matching F2C teams needs a BMFA variation on the F2C rule. The Chairman had sent a draft rule to the TR Representative on mixing/matching teams for him to come back with a final written rule. The Chairman has had no reply and nor does he know if the TR Representative has discussed this with other fliers. This could be actioned by email within the next two weeks.

cont/...

(57)4.../cont

(56)/19.4 There may be problems with Ashbourne for F2B & F2D competitions.

(56)/19.7 The WAG 2015 in Dubai will include F2D and discussions are under way on selection of competitors. The WAG will be held between 2nd – 12th December 2015 with one or two days for F2D. There will need to be some WAG variations to the F2D rules before the April CIAM Bureau meeting. The Chairman is to check if there will have to be any specific dress code for female competitors.

Post-meeting Note: A specific dress code will not be required for female competitors.

(57)5 Miscellaneous Appointments

(57)5.1 BMFA Domestic Judges list – Aerobatics

Judges for Centralised competitions and the Nationals must have undergone training within the last two years of the competitions at which they will judge. The Aerobatics Representative must tell the CLTC Treasurer for expenses purposes whenever he plans to hold Judges training.

(57)6 Confirmation of Disciplines covered by this Committee

The disciplines of Speed, Vintage Speed, Aerobatics, Team Race, Vintage Team Race, Combat and Carrier were so confirmed.

(57)7 Council Agenda (Proposals for next January)

Any proposals generated at this meeting will be forwarded to the BMFA office for the January Council Meeting. It was noted that the date of the next Council Meeting is 10th January with an agenda deadline date of Monday 8th December.

The proposals for the teams for F2A, F2B, F2C & F2D (item (57)9) will be forwarded by the Secretary to the BMFA by the published deadline.

(57)8 Nationals De-briefing and Pre-planning

(57)8.1 The 2015 Nationals De-Briefing was dealt with at the CLTC meeting on 11th October.

(57)8.2 Planning 2015 Nationals

The 2015 Nationals planning will take place at the next Control Line Technical Committee meeting on 21st February.

Jo Halman was appointed as the Control Line Nationals Co-Ordinator at the September Council Meeting and this was supported by this Committee.

However, it was noted that the 2015 F2 European Championships coincides with the Nationals and it is likely that Jo will not be at the Nationals but she will do all the pre & post Nationals work.

(57)9 Teams

(57)9.1 The Teams for the 2015 European Championships in Pazardzhik, Bulgaria were unanimously agreed as follows:

F2A: Peter Halman, 50198
Ken Morrissey, 2525
Paul Eisner, 57093
Reserve: None

F2B: Roy Cherry, 63577
Mervyn Jones, 79655
Glen Alison, 58277
Reserve: Barry Robinson, 68248

F2C: Mike Fitzgerald, 33566 & Mark Thomason, 87971
Derek Heaton, 50550 & John Broadhead, 37494
Chris Barker, 51784 & Mike North 24195
Reserve: Malcolm Ross, 50551 Tony Eifflander, 64147

F2D: Mike Whillance, 88347
Gordon Price, SAA 03304
Harry Walker 143639
Mechanics/Reserve Pilots: Graham Ives 88421; James Pinkerton SAA 66.

cont/...

(57)9.1.../cont

The Secretary will forward the team information to the Competition Secretary in line with the new procedures for submitting teams for ratification.

(57)9.2 Team selection competitions take place at designated competitions throughout the year as published in the BMFA Contest Calendar.

For the 2015 season, team selection competitions must not be held any later than 4th October 2015 to accommodate team selection for the 2016 Championships that take place in early May 2016.

(57)10 Team Managers and Assistant Team Managers

By the submission deadline of 24th November, a single application had been received for the Team Manager's post and a single application for the Assistant Team Manager's post.

John James, 58506 was unanimously approved as Team Manager.

Val James, 156772 was unanimously approved as Assistant team Manager.

The Secretary will forward the team manager and assistant team manager information to the Competition Secretary in line with the new procedures for submitting team managers for ratification.

(57)11 Competition Details

(57)11.1 Single Event (Centralised) Entry Fees: £20 per class (includes a site hire fee of £5); spectators other than spouses, £5 per day. As agreed at the CLTC meeting of 14th October (Minutes Ref (56)9.10), the entry fee for Team Race Centralised competitions would be £20 per entry per team per day, regardless of the number of classes. For "multiple teams" where either the pilot or the pitman is a member of another team, then each team pairing would pay £20.

(57)11.2 Season Tickets: Control Line does not issue season tickets.

(57)11.3 Provisional Nationals Entry Fees: These will be set at the CLTC Nationals planning meeting in February.

(57)11.4 Team Selection Events Entry Fees: these are the same as Centralised competitions.

(57)11.5 Certificate requirements should be sent to the Records Officer. Each discipline is to send its requirements direct to the Records Officer with a contact name and address for receipt of the certificates.

The Secretary will forward the fees information to the Competition Secretary in line with the new procedures for submitting the fees information.

(57)12 Technical Committee Annual Return

The Secretary will forward the completed Control Line Technical Committee Return to the office.

(57)13 Safety Review

The safety policy adopted by this Committee recognises that safety is the responsibility of each member of this Committee, each member of the Specialist Bodies and of each Control Line flier and is monitored as a matter of course.

(57)14 Central Team Travel Fund

No application was required for 2015.

(57)15 2015 Festival of Flight

The Secretary reported that the Midland Area was looking for a venue for the 2015 Festival of Flight but that not even provisional dates had yet been set. It is not at all certain that the event will go ahead.

(57)16 Contest Calendar 2015

The Contest Calendar is work-in-progress and not likely to be finalised until at least January 2015.

F2D: Ashbourne: dates to be sent electronically to the Secretary by mid-December.

F2B: Dates & venues to be sent electronically to the Secretary by mid-December.

cont/...

Action

JH

ALL

JH

JH

JH

VH
MJ

(57)16.../cont

Vintage Combat dates to be sent electronically to the Secretary by mid-December.

Non-Centralised discipline dates are to be sent as soon as possible for inclusion on the CLTC Contest Calendar.

ML
JM/TG

(57)17 Treasurer's Report

There had not been much change from the last meeting. Training & Excellence monies have been paid out.

The Treasurer has received far fewer site hire claim forms. He is to send a cheque to Barton for all the TR Centralised competitions site hire for 2014. The Secretary commented that a better way to pay for site hire is for the organiser of the competition to pay for the site hire by cheque and then reclaim that on an expense claim form to the Treasurer.

(57)18 Novice British Goodyear Definition (agenda item until resolved)

This is still work-in-progress.

CB

(57)19 F2B Training Round (agenda item until resolved)

A training round with feedback from the judge(s) will be instituted at the end of each Centralised competition for the 2015 season.

(57)20 F2B Normalisation including Overseas Competition (agenda item until resolved)

This was discussed in depth. Feedback from fliers indicated 4 for rationalisation and 3 to stay with the current points system. No decision was made for the moment.

Based on the data from the 2014 results, it was agreed that the Nationals will still count for team points regardless of whether the members of the GBR team were away at a Championship or not.

However, it was agreed that the Secretary should ballot the F2B fliers who had entered the 2014 Nationals to establish if the F2B fliers would like an open international competition to count towards team selection.

JH

(57)21 Dishforth (M Jones)

The Aerobatics Representative is a member of the Wharfedale club. There appear to be problems holding CL competitions at RAF Dishforth. Currently licences are held by the Harrogate club which has use every Saturday, the Dishforth club and the Northern Area which have use on alternate Sundays. The Secretary is to check multi-licence use on MOD sites and why so many licences are required on one site. The BMFA Flying Site Liaison officer had not indicated any problem with the Dishforth site. The Wharfedale club is not able to get a licence in 2015. Using Dishforth would enable Team Race and Aerobatics training to take place. Not only would this help the two disciplines in general, it would be a huge benefit to the British Team members. The Secretary is to pursue this.

JH

(57)22 Any Other Business

1. There had been a request from Barry Robinson, F2B flier and long-standing GBR team member, that only British fliers should be eligible for the title of British Champion at the Nationals and have his name engraved on the corresponding Gold trophy. The Committee consulted the BMFA General Rule book and all were in favour of the status quo. The British National Championships were open competitions therefore an overseas competitor who took 1st place could not be discriminated against by not being awarded the title of British Champions and not having his name engraved on the BMFA perpetual trophy. This was in line with other sports, too. This Committee was unanimously against Mr Robinson's request to make a proposal for change to the BMFA Council.

(57)23 Date & venue of the next meeting(s)

The next meeting is scheduled for 21st February (Nationals Planning & CIAM Plenary Agenda Meeting). The Chairman noted that the rest of the meeting dates for 2015 would be set then.

The meeting closed at 15.50 hours.

Distribution of Corrected & Adopted Minutes:

Already Distributed: All Committee Members
Representatives of SpeedCom, CFA, Carrier

Requires Distribution: Mr D Varallo, Technical Secretary
Mrs Linda Harding, BMFA Office Manager
Other distribution as necessary

Signed: *Signed copy on file*

Peter Halman FSMAE
Chairman

Dated: 21st February 2015

Normalising uses the top score of the winner as a benchmark and a 1000 points are allocated - ie 100 %.

Each subsequent pilot is then given a percentage of the benchmark figure depending on his scores. Eg pilot 11 scored 900 point in both high scoring rounds, which equates to 90% of the benchmark figure.

Table on the right is a simplified example, with round 3 being dropped.

The total highlighted in blue is the combined highest scores highlighted in yellow with the percentage and points calculated from the total.

	Percent	Points	Total	Round 1	Round 2	Round 3
				Raw	Raw	Raw
Pilot 1	100.0	1000.00	2000	1000	1000	980
pilot 2	99.0	990.00	1980	990	990	960
Pilot 3	98.0	980.00	1960	980	980	940
Pilot 4	97.0	970.00	1940	970	970	920
Pilot 5	96.0	960.00	1920	960	960	900
Pilot 6	95.0	950.00	1900	950	950	880
Pilot 7	94.0	940.00	1880	940	940	860
Pilot 8	93.0	930.00	1860	930	930	840
Pilot 9	92.0	920.00	1840	920	920	820
Pilot 10	91.0	910.00	1820	910	910	800
Pilot 11	90.0	900.00	1800	900	900	780

If the winners score increases, shown in red, the total figure changes from 2000 to 2200 the benchmark figure remains the same ie 1000 points

WHAT CHANGES are the points for everyone else as they directly related to the top score. Therefore the same score for all other pilots is now a smaller percentage of the benchmark because the difference in scores from the winner to second place has changed from 20 point to 220 points.

It is the difference between the highest score and each individuals score that is important not the position on the score board.

	Percent	Points	Total	Round 1	Round 2	Round 3
				Raw	Raw	Raw
Pilot 1	100.0	1000.00	2200	1100	1100	980
pilot 2	90.0	900.00	1980	990	990	960
Pilot 3	89.1	890.91	1960	980	980	940
Pilot 4	88.2	881.82	1940	970	970	920
Pilot 5	87.3	872.73	1920	960	960	900
Pilot 6	86.4	863.64	1900	950	950	880
Pilot 7	85.5	854.55	1880	940	940	860
Pilot 8	84.5	845.45	1860	930	930	840
Pilot 9	83.6	836.36	1840	920	920	820
Pilot 10	82.7	827.27	1820	910	910	800
Pilot 11	81.8	818.18	1800	900	900	780

The top right table gives a good example of the short comings of the present system. The judges have rated the second placed pilots flight as being 99% as good as the winners but our present points system penalises him by 30%. Using normalisation each pilot has a points allocation which DIRECTLY corresponds to the judges impression of his flights compared to the winner.

In my opinion the only advantage to retaining the present system is it is simple to understand. Normalistion gives a much fairer and representative reflection of an individuals ability, particularly when used over a number of competitions. The use a spreadsheet to do the calculation has now removed the difficulty in adopting normalisation and can be made available to anyone interested.