



NEWSBEAT

The official publication of the Malta Model Aircraft Flying Association
Website <http://www.mmafa.eu>
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Issue 8/2011
October

By the time you receive this Newsletter, our Annual event will only be a few days away, so I am writing the following points relevant to the occasion for all to note:

1. The most important aspect for this occasion is YOUR PARTICIPATION. The success or otherwise of the event depends on you as members. I therefore appeal to lovers of this wonderful hobby of ours to make an effort and bring their models up for display, whether finished or not, whether flyable or not. This year two containers will be made available for storage of models between Saturday and Sunday.

2. As in previous years of WOT, a Best of show Trophy will be awarded to the model which attains the highest number of points given by the public itself through the entrance ticket. A memento will also be given to all members who produce at least one model for display.

3. The Show is planned to commence in the early afternoon of Saturday, when the Parliamentary Secretary for Sports will inaugurate the weekend., so please get your models up by 2pm if possible. On Sunday, models must be on site by 10am. NO PARKING WILL BE ALLOWED ON SITE EXCEPT AUTHORISED MEMBERS.

4. At 6pm on Saturday, Mass will be held and afterwards a reception will be held for all members and their CLOSE relatives. No charge is being imposed, but members are asked to give a donation to the Association towards the expenses.

5. Entry fee for the event is free for members, and €2 for non members. Children free. Families €3. Entrance tickets are combined with the Best of Show Trophy, where the public can vote for the model of their choice and will be entitled to a set of prizes, which are:

Euro 50 voucher from Pavi supermarket

Three bottles of spirits courtesy of Eurojet Ltd

Euro 20 voucher from Pavi supermarket

6. MEMBERS WHO WISH TO FLY DURING THE EVENT ARE TO CONTACT FRANK MERCIECA ON 99406618 AT THEIR EARLIEST SO THAT A PROGRAMME COULD BE FORMULATED.

7. A flight simulator equipment will be made available to the public in the clubhouse. Usage is limited to 10 minutes per person. There will also be a buddy lead system with a trainer for members of the public to try their hand at the real thing for about 5 minutes, weather permitting.

8. The Armed Forces of Malta, the Aviation Museum Foundation, and the microlight clubs, are planned to form part of the Event

9. WE WILL NEED LOTS OF HELP ON FRIDAY AFTERNOON AND SATURDAY MORNING—PLEASE COME OVER AND HELP

John Earland Scale Trophy—1 October 2011

The weather has again let us down somewhat for this event as the morning started with an unsteady and sometimes gusty NE wind , which meant that take offs and landings had to be done in a crosswind.

An encouraging total of 13 participants showed up for the event and with the help of the five judges and the event organizer, static judging started at 11 am. The wind prevailed, however and only seven participants chose to risk their models. I plucked up enough courage to fly the Stuka and managed a good flight except the landing, as the model failed to turn into the wind on touch down (not enough rudder) and I managed to break the prop. The overall results are as follows:

Participant	Model	Static	Static Placing	Flying	Flying Placing	Total	Overall placing
Franz Zammit Haber	JU 87 Stuka	310.2	1	225	3	535.2	1
John Cassar	Thunderbolt	262.5	7	268.5	1	531	2
Oliver Micallef	Thunderbolt	281.4	4	249	2	530.4	3
Stephen Warrington	Stampe	284.55	3	219	5	503.55	4
Keith Poulton	Vultee Valiant	268.4	6	207	6	475.4	5
Leonard Theuma	Fokker D7	240.9	9	223.5	4	464.4	6
Kurt Camilleri	Cessna 182	210	11	199.5	7	409.5	7
JoJo Bonnett	Lama Chopper	285.6	2			285.6	8
Michael Curmi	P51 Mustang	280	5			280	9
Wayne Galea	F-15 Eagle	258.3	8			258.3	10
Martin Mifsud	SE 5A	233.1	10			233.1	11
Daniel Mifsud	F-18	191.4	12			191.4	12
Jesmond Cutajar	Tomahawk	121	13			121	13

THE MALTA MODEL AIRCRAFT FLYING ASSOCIATION
PROUDLY PRESENTS THE SEVENTEENTH EDITION OF
WINGS OVER TA' QALI



SATURDAY 5 NOVEMBER 2011
from 14.00 to 17.00

SUNDAY 6 NOVEMBER 2011
from 10.00 to 17.00



- **STATIC DISPLAY OF ALL KINDS OF MODELS**
- **NON STOP FLYING BY LOCAL AND FOREIGN PILOTS**
- **TOFFEE RUNS FOR THE KIDS**
- **AIR RAID SIMULATION**
- **PARTICIPATION OF THE ARMED FORCES OF MALTA AND THE AVIATION MUSEUM FOUNDATION**
- **... AND MUCH MORE**

**AN EVENT
NOT TO BE MISSED**

WWW.MMAFA.EU





**John Earland Scale
Trophy
Event
In
Pictures**

1 October 2011



STANDING REGULATIONS AT TA' QALI

1. **The Malta Model Aircraft Flying Association consists of a majority of members flying radio controlled fixed wing aircraft and a minority of members flying rotary wing aircraft, or helicopters. IT IS AN ESTABLISHED SAFETY PRINCIPLE THAT FIXED AND ROTARY WING FLYING DO NOT MIX. A member flying helicopters must therefore utilize ONLY the FIRST 15 MINUTES OF THE HOUR AS GUIDED BY THE AUDIBLE ALARM ON SITE.**
2. Upon arrival at Ta' Qali members should park their cars in the marked parking docks on the Club House side and the models and equipment should be taken on the pits area behind the railings. Members' children and the public are strictly forbidden to enter the pits area. Identify yourself with fellow members and determine the pilots' positioning according to wind direction. On departure, the last member to leave the flying site should ensure that the Club House, Toilet and the Gate are closed. Membership proof for the current year and a valid R/C licence (if applicable) must be shown to any Committee member on demand.
3. Before commencing flying every member utilizing the 35 and 41 Mhz band must pick up his frequency tag from the frequency Board. Members caught flying on these frequencies without a frequency tag will be penalized. Only internationally approved spot frequencies are allowed—these are the 35Mhz, the 41 Mhz band and the recently introduced 2.4 Ghz band. Beginners are to note that they can only occupy the Channels numbers 81 to 90 on the 35 Mhz band. Beginners will not be permitted to fly on their own before their competence is determined by a Committee member.

Beginners may consequently request that the Committee allow them to use a different channel once they have acquired total flying skills. The Committee will consider this request and after ensuring that the member is sufficiently proficient, allocate another channel for their use. Any Frequency allocation, however, remains at the sole discretion of the Committee.
4. If the frequency tag is in use, await your turn until the corresponding transmitter is switched off and the tag returned. Each flying session must not exceed 20 minutes. It is strongly recommended that the principle of impounding transmitter between flyers using the same frequency is adopted. Transmitter antennae must be retracted (where applicable) while in the pits and while taxiing out. **FOR SAFETY'S SAKE, NO MORE THAN SIX FLIERS MUST BE FLYING AT ANY ONE TIME.**
5. Flyers are to coordinate their flying and group together in the predetermined spot, and within the marked yellow lines. Call your landings and take-offs. Clear the runway as quickly as possible after landing. Avoid crossing the runway unless absolutely necessary. Avoid flying low over transmitters whatever the frequency. Flying over the pits and spectator areas is strictly forbidden.
6. All flyers are to land immediately if a full size helicopter or microlight aircraft is seen approaching the area. Actual flying should be restricted to a radius of approximately 150 metres from the centre of the flying area. Avoid flying over any building within the area mentioned.
7. Running in of engines is to be performed away from the pits and flyers in the designated area. Effective silencers are compulsory on site. A maximum level of 85 dB at 7 metres is being imposed on all days of the week. No flying or starting of engines must take place before 0830 hours and not later than sundown on any day of the week.
8. **JET TURBINES AND ENGINES ABOVE 30CCS MUST NOT BE OPERATED (START OR SHUTDOWN) IN THE PIT AREA.**
9. The committee reserves the right to suspend any member of the Association should his actions or flying constitute a hazard to other members and the public.
10. Mobile phones must not be operated on the runway as they have been reported as causing interference to modern computerized transmitters.
11. Flyers teaching their sons/daughters to fly may use their own frequency until total proficiency is attained by the pupil in accordance with clause 5. Responsibility in such cases falls on the parent.
12. **Keep in mind that the main objective of the Association is for recreational and educational purposes. Every effort should be made not to spoil other members' enjoyment by dangerous flying or in an unpleasant way.**
13. **Do not show off—fly safely!**

REGOLAMENTI KURRENTI F'TA' QALI

1. Il-maġġoranza kbira tal-membri tal Malta Model Aircraft Flying Association itajjru mudelli 'fixed wing' u minoranza jtajjru 'helicopters'. Huwa prinċipju stabbilit għal raġunijiet ta' sigurta' li dawn iż-żewġ tipi ta' mudelli ma' jistgħux jittajjru flimkien. Membru li jtajjar 'helicopters', għalek, jista' juża biss l-cwvel hmistax il-minuta ta' kull siegħa kif iggwidat mill-hoss ta' sirena li taħdem b'mod awtomatiku.
2. Meta jaslu Ta' Qali, membri għandhom jipparjaw il-karozzi fil-postijiet immarkati għal dan il-għan in-naħa tal- Clubhouse u l-mudelli u apparat ieħor irid jittiehed fil-'pit area' wara l-hadid. Tfal u l-pubbliku ma' jistgħux jidhlu fil-'pit area'. Membri għandhom jaġhmlu kuntatt ma' membri oħra u jiġi miftiehem liema naħa tar-runway għandhom joqoġhdu l-piloti waqt it-titjir skond id-direzzjoni tar-riħ. Fi tmiem it-titjir, l-aħħar membru li jitlaq minn fuq is-site għandu jara li xi dwal ikunu mitfija u l-clubhouse, it-toilet u l-grada jkunu maġhluqin. Prova ta' 'membership' tas-sena kurrenti għandha tiġi murija lil kull membru tal-kumitat jekk ikun hemm bżonn.
3. Qabel ma' jibda jtajjar, membru li juża l-frekwenzi fuq it-35Mhz u 41Mhz irid jiġbor it-'tag' tal-frekwenza tiegħu minn fuq il-'Frequency Board' u jirritorna meta jlesti mit-titjira tiegħu. Membri li jinqabdu jtajjru mingħajr ma' jiġbru t-'tag' jiġu ddixiplinati severament. Il-frekwenzi użati huma dawk approvati internazzjonalment, jiġifieri 35Mhz u 41 Mhz u t-2.4Ghz. Membri godda li ma' jkunux jafu jtajjru iridu jużaw channels 81 sa 90 fuq it-35Mhz. Dawn ma' jistgħux itajjru wehidhom qabel ma' jiġu ċċertikati kompetenti minn membru tal-Kumitat. Dawn il-membri jistgħu jitolbu l-Kumitat li jużaw frekwenza oħra meta l-Kumitat jiddeċiedi li huma piloti kompetenti biżżejjed. Kull frekwenza, iżda trid tiġi allokata mill-Kumitat.
4. Jekk it-'tag' tal-frekwenza tkun qed tintuża, stenna sakemm tispicċa t-titjira, jintefa t-transmitter u tirritorna t-'tag'. **KULL SEZZJONI TA' TITJIR M'ĠHANDIEX TAQBES L-ĠHOXRIN MINUTA.** Huwa rrokkomandat li l-prinċipju ta' "impounding" ta' transmitters fuq l-istess frekwenza jiġi addottat. L-aerials tat-transmitters għandhom jibqgħu magħluqa (fejn hu applikabbli) fil-pit area u waqt it-taxiing. **GĦAL SKOPIJET TA' HARSJEN U SIGURTA' MHUX IŻJED MINN SITT 'FLIERS' GĦANDHOM JKUNU JTAJJRU FLIMKIEN**
5. Membri li jkunu jtajjru għandhom joqoġhdu fil-post flimkien skond id-direzzjoni tar-riħ, u l-ġewwa mill-linji sofor. Membri għandhom jgħajju li se jaġhmlu 'landings' u 'take offs', u għandhom iwarrbu min fuq ir-runway wara li jinżlu. Membri għandhom jevitaw li jaqsmu r-runway bla bżonn, m'għandhomx jittjru baxx fuq transmitters oħra, u taħt l-ebda ċirkostanza m'għandu jsir titjir fuq il-pits.
6. Membri għandhom iwaqqfu t-titjir immedjatament jekk helicopter jew ajruplan full size jidher qed jersaq lejn is-sit. Titjir għandu jkun restritt għal xi 150 metru minn-nofs tar-runway. Għandu jiġi evitat kull titjir fuq kwalunkwe tip ta' bini fil-qrib.
7. 'Running in' ta' magni għandu jsir barra mill-pit area fil-post indikat. "Silencers effiċjenti għandhom dejjem jintużaw. Il-livell ta' hsejjes m'għandux jaqbez 85dB f'distanza ta' 7 metri. Titjir ta' mudelli b'magni tat-tip "combustion m'għandux isir qabel it-8.30 ta' filgħodu u wara nżul ix-xemx f'kull ġurnata tal-ġimgħa.
8. **Turbini u magni b'kapacità iżjed minn 30cc m'għandhomx jiġu mhaddma fil-pits**
9. Il-kumitat jirriserva d-dritt li jissospendi membru ta' l-Assoċjazzjoni milli juża s-sit jekk l-aġir tiegħu jew il-mod ta' titjir tiegħu ikun qiegħed johloq periklu lill-membri oħra jew lill-pubbliku.
10. Telefoni ċellulari m'għandhomx jiġu mhaddma fuq ir-runway għax huwa mifhum li jistgħu johlqu interferenza ma' transmitters moderni.
11. Membri li jkunu qeġhdin jgħallmu t-tfal taġhhom itajjru jistgħu jużaw l-istess frekwenza taġhhom sakemm it-tifel jitgħallm sewwa skond klawwola 3. Ir-reponsabbiltà f'dawn il-kazi taqa' fuq il-ġenitur.
12. Kull membru għandu jzomm f'moħħu li l-iskop prinċipali ta' l-Assoċjazzjoni huwa wieċed rekreazzjonali u edukattiv, u għalhekk għandu jsir kull sforz biex ma' jiġix imxekkel il-pjaċir ta' membri oħra b'titjir perikoluz jew b'mod li mhux aċċettabbli.
13. **Titjir għandu jsir b'sens ta' harsien is-saħħa u bla ksuħat!**

35Mhz Frequency Allocations (Update 5 October 2011)

Jesmond Cutajar Jeandre' Cutajar Leonard Theuma	55	Victor Borg Silvio Agius Brian Calleja	71	Robert Curmi Jonathan Scicluna Jesmond Apap	84
Mark Pavia Emanuel Pavia Carl Pavia	56	Josef Gatt Frederick Pope Joe Pule'	72	Alan Micallef Stefan Scotto Josef Vella	85
Mario Amaira Tarciso Farrugia	57	Mario Pule' Philip Chircop		Norman Darmanin Frederick Pope	
Mario Camilleri Brenan Andrew Camilleri	58	Saviour Fenech Reuben Saliba	73	Chris Bonaci Charlot Cutajar Clive Cutajar	86
Victor Saliba Stefano Saliba	59	Sandro Magri Franz Zammit Haber George Mangion	74	Bernice Cutajar	
George Camilleri	60				
Mario Aquilina Noel Buttigieg Charles Bonanno	61	George Curmi Anthony Zerafa	75	Angelo Calleja Joe Filletti Lawrence Scerri	87
		Herman German Johan Micallef Mario Micallef	76	Stephen Vella Vincent Zammit	
Joseph Muscat Wayne Galea	62	Mario Vitale		Alan Mercieca Frank Mercieca Frank Vassallo	88
Louis Gatt Nicholas Mizzi	63	George Delicata Eman Micallef Francis Micallef	77		
Joseph Briffa Mark Muscat Edwin Van Der Maat	64	Peter Bowyer Mario Bonnici Wayne Bonnici Saviour Micallef	78	Jeremy Borg Myatt Rudolph Borg Myatt Alex Farrugia Chris Poulton	89
Brian Busuttil Joe Cassar John Cassar Kurt Camilleri	65				
		Stephen Galea Anthony Spiteri Staines	79	Joseph Bonett Edward Portelli Daniel Cardona Mark Falzon Nicholas Polidano Henry Attard Ramon Tabone	90
Ray Attard Joe Chetcuti Diego Giordano Alex Hannaford	66	Joe Cutajar Simon Warrington Stephen Warrington	80		
		Edward Baker Richard Theuma Daniel Vella Emmanuel Vella	81		
Daniel Lee Mifsud Martin Mifsud	67	Victor Camilleri Dr Noel Camilleri			
Vincent Ciarlo' Vraij Harutunian Laurence Dalmas	68				
Michael Curmi Louis Pace Spiru Calleja Jeffrey Poulton	69	Mark Abela Scolaro Henri Portelli Andrew Vella Jonathan Cassar Carmel Vella	82		
Paul Soler M.D. Joseph Spiteri	70	Victor Anastasi Anthony Azzopardi Jesmond Azzopardi Patrick Azzopardi	83		

If your name does not appear in the above list and you are utilizing the 35Mhz frequency, it means that you have not given this information to the Association. It is in your interest to know who operates on your frequency and it is advisable, therefore to inform the Association of this detail.

This list will be updated regularly.

IF UNDELIVERED PLEASE RETURN TO

MMAFA PO Box 22 Balzan BZN1000

NEWSBEAT

The Official Newsletter of the
Malta Model Aircraft Flying Association

WINGS OVER TA'QALI 2010

All members and their close relatives are being cordially invited to attend a reception on Saturday 5 November from 7.00pm onwards to mark this event.

Mass will be held at 6pm

PLEASE KEEP OUR SITE CLEAN!

Tissues, coffee cups, plastic bottles in the garbage tins, not thrown around!

CALENDAR OF EVENTS 2011

Saturday/Sunday 5/6 November	Wings Over ta Qali'
Saturday 26 November	Multiplex Aerobatic
Thursday 8 December	Chopper Event
Sunday 18 December	Xmas Drinks