



# NEWSBEAT

The official publication of the Malta Model Aircraft Flying Association  
Website <http://www.mmafa.eu>  
Postal Address PO Box 22 Balzan BZN 1000

Issue 1/2013  
January

## Annual General Meeting

With the new year comes the usual Annual General Meeting. This will be held on FRIDAY 15 FEBRUARY at the usual venue, the Topaz Aparthotel in Bugibba starting at 6pm. The agenda appears on page 2 of this Newsletter.

**In this respect members wishing to propose amendments to the Statute or the standing regulations are to submit them in writing to the above address or by e-mail NOT LATER THAN FRIDAY 1 FEBRUARY 2013. The statute may be downloaded from our website.**

Members please note that

1. No new motion can be presented during the AGM. Only motions to amend the submitted motions can be discussed (called counter motions)
2. Unless there is no alternative solution to a particular situation during an AGM, motions for suspension of the rules should not be presented.
3. **Members will be allowed to vote only if they settle their membership fees**

**Likewise, those members who wish to sit on the Committee for this year are to submit the nomination form as on page 3 of this Newsletter, duly completed and signed by two seconders NOT LATER THAN FRIDAY 1 FEBRUARY.** I urge members, especially the younger ones, to offer their services on the Committee as the Association needs young blood, new ideas and new energies to survive.

## Scale meet

Saturday 3 December was blessed with ideal weather for the scale event. A good number of members turned up for the event. The main attractions were Martin's huge Cessna 182 and Brian's A-10 Warthog. These models were given permission to fly by the Civil Aviation directorate as they exceeded the 20Kgs limit currently imposed by local regulations.



## Xmas drinks

Sunday morning of the 16 December saw a very nice number of members at Ta' Qali attending for Xmas drinks, enjoying the good weather and also putting in some flying.



## Strina Donation



Members may recollect that a couple of collections were made during our events in aid of the Strina marathon organized by the President of the Republic. A princely sum of over Euro 200 was in fact collected. This was rounded off to Euro 300 from the club's funds. As it happened, we were asked by the Office of the President to utilise our site for conveying the President to and from gozo on Wednesday 26 December by AFM helicopter and the Committee took this opportunity to present this sum to the President. A nice memory of the event appears on the left.

## Annual Xmas dinner

Friday 28 December saw the holding of our annual xmas dinner. Members and their families enjoyed the atmosphere and the buffet of the Intercontinental Hotel, as can be seen from the photo on the right. We Would have liked to see more members Attending this event, however.



## M'xlokk restrictions

The committee has found out that the Marsxlokk Local council has issued a bye-law which states that a permit is required from the council to operate remote controlled boats, model aircraft and helicopters powered by internal combustion engines in the area. The bye law does not apply to electric powered models. Anybody breaking this bye-law is liable to a fine, so please take note.

## Email addresses

As mentioned in the previous Newsletter, as the cost of posting this publication has gone up drastically, this will be the last Newsletter you will be receiving by post. Henceforth the newsletter will be sent to members via email, besides being uploaded on our site. Those members who have not provided the Association with a valid email address should contact the committee on [info@mmafa.eu](mailto:info@mmafa.eu)

## Site Developments

Since the middle of 2011, the Committee has been working with the authorities to acquire an additional packet of land adjacent to our site, extending up to the reservoir and along the perimeter road. In the recent issue of a revised version of the Ta' Qali action plan, this patch of land has actually been earmarked for the use of the association.

The committee, in view of the recent developments at Ta' Qali and the MFCC, is working with the authorities to consider a complete shift of our clubhouse and pit area to the other

side of the runway. this obviously involves great expense and the committee is also seeking to obtain EU funds. This shift is envisaged to ensure more safety on our site, but always subject to the attitude and self-discipline of our members.

## Standing Regulations

An updated version of the Standing regulations appear elsewhere in this Newsletter. Members are urged to go through them and ABIDE BY THEM. **Of particular note is the inclusion in the 15 minute slot of vertical multi-rotor models (quadricopters, etc). All fliers must also follow the instructions given in previous newsletters regarding runway crossings. These instruction can be viewed on our Noticeboard in the clubhouse. Needless to mention that such models MUST NOT BE FLOWN IN OR NEAR THE PITS AREA.**

## For Sale

Trainer complete with all servos and engine.	Euro 150.00
Scale Peashooter 72 inch complete with all servos and 120 RCV engine never flown.	Euro 200.00
F86 Saber EDF 1 meter wing span with upgrade motor and fan unit, air retracts metal gear servos flown only twice	Euro 250.00
62 inch Bulldog, with OS 62 engine and all servos never flown.	Euro 200.00
Thunder Tiger Rear Bear with Super tiger 90 and all servos.	Euro 200.00
60 inch Piper Cub, with 46 OS engine and servos.	Euro 175.00
Hirobo 30 Helicopter, Full metal upgrade, engine, servos and three boxes of new parts enough to build another two choppers.	Euro 600.00
JR Ergo 46 size top end helicopter, with OS 46, servos and scale fuselage	Euro 450.00
Three OS 90 ducted fan engines and units	Euro 70 each

**Philip Chircop 79472621**

## FOR SALE

Thunder Tiger 1/6 scale Bearcat. Fully assembled but never flown. With used OS 120 4-stroke and all-round Hitec servos. needs finishing, checking before flying. EURO 450 complete or EURO 300 without engine.

**Call Chris on 9942 6989.**

## NOMINATION FORM

The undersigned are hereby nominating

\_\_\_\_\_  
**For sitting on the Committee of the  
Malta Model Aircraft Flying Association  
For the year 2013**

**Seconded by**

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**Name in block capitals**

\_\_\_\_\_  
**Name in block Capitals**

Note: Nominators must be fully paid up members of the Association. Nominees must have been full members of the Association for two consecutive years. This form is to reach the Committee by not later than the 1st February 2013

# Annual General Meeting Friday 15 February 2013 Agenda

1. Reading of minutes of previous Annual General Meeting
2. Matters Arising
3. Correspondence
4. Other matters
5. Report by the Association's treasurer
6. Presidential address
7. Motions / Statute amendments
8. Election of Tellers and Auditors
9. Election of new Committee

Refreshments will be served during a break

## Notes

1. No new motion can be presented during the AGM. Only motions to amend the submitted motions can be discussed (called counter motions)
2. Unless there is no alternative solution to a particular situation during an AGM, motions for suspension of the rules should not be presented.
3. **Members will be allowed to vote only if they settle their membership fees**

## **MEMBERSHIP FEES FOR 2013 ARE BEING ACCEPTED**

**Please settle your membership fees. Cash accepted by any Committee member. Cheques payable to MMAFA may be sent by post to MMAFA PO Box 22 BZN 1000.**

Full membership	Euro 45
Junior (under 18)	Euro 30
Senior citizen	Euro 30
Family	Euro 65
Non-flying member	Euro 20
Enrolment fee	Euro 20

## STANDING REGULATIONS AT TA' QALI (December 2012 update)

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, helicopters. IT IS AN ESTABLISHED SAFETY PRINCIPLE THAT FIXED AND ROTARY WING FLYING DO NOT MIX. A member flying helicopters and VERTICAL MULTI-ROTOR POWERED MODELS (QUADROPTERS, ETC) 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 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 on the 35 and 41 Mhz bands. 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 on the 35 and 41Mhz 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 500 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 half an hour after 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. LIKEWISE, MODELS WEIGHING IN EXCESS OF 7kGS ARE NOT ALLOWED TO FLY ON SUNDAY AFTERNOONS IN WINTER, THE RELEVANT DATES BEING INDICATED IN THE ASSOCIATION'S NEWSLETTER FROM TIME TO TIME. MODELS WEIGHING ABOVE 20kGS REQUIRE A SPECIAL PERMIT TO FLY FROM THE RELEVANT AUTHORITIES.**
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 on the 35 and 41 Mhz bands 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!**

## Joe Cassar “The last of the Few” - Appreciation

On Sunday morning 16<sup>th</sup> December 2012 my dear friend and mentor Joe Cassar one of the founding fathers of the MMAFA sadly left us at the venerable age of 88.

On that day we were gathered in good numbers at the annual customary exchange of seasonal greetings at Joe's most favourite spot on earth and of course Joe's failing health was the main topic among his friends and older members and this is where we received the news of his passing.

It struck me how many colleagues who are relative newcomers to our association have not had the pleasure and the privilege of getting to know Joe and their keen interest to know more about this gentleman and his great contribution to our association. It was a privilege for those who knew him and who could count him as a true friend and colleague.

My dear dad George who also recently passed away, “discovered” Joe flying his beautiful array of control line models at the Royal Artillery military parade ground at Mriehel in 1962 and this is where I first met him as a very young seven year old lad. I remember the great excitement at seeing his *Fairey Gannet*, *Consolidated Catalina*, *Douglas Invader* and other beautiful replicas all flying very well. I remember the smell of the diesel fuel mix. I remember being amused at seeing his big black Rover car full of aeroplanes and childrens' arms and legs sticking out of the doors and all kept apart by his dear wife.

Through my dad I therefore had the great privilege of getting to know, befriend and learn from a great icon of our modern day association. With this came the added bonus of becoming lifelong friends with his sons John and Martin who are very well known to many of us as passionate and very talented modelers in their own right.

The intervening years saw Joe, dad and their small bunch of pioneering friends getting started in Free Flight models, RC single channel “*Electra*”, “*Mini Robot*” all beautifully hand built with open balsa structures and delicately covered in doped tissue. Joe was always at the forefront at trying something new and pushing the boundary. Many older members will surely recall Joe's masterpieces, his classic “*Mustfire*” in US Navy colors, his “*KWIKFLP*”, his “*Chevron*” swept wing ultra fast beast all powered by the Merco 61! The list is almost endless!

Joe was above all a very talented pilot ... a self-taught natural. He had the great gift of sharing his talent with his sons of course but also to anyone who needed his help especially with test flights. He was fearless and was not even intimidated by the fantastic creations of dear Kristinu Vassallo's *Concorde* (Yes the very one!) powered by a home-made Pulse Jet and the super long twin canard “*TANDEM*”. And all this in the 70's with borderline technology. So many current members had Joe as their flying instructor.

Joe like my dad firmly believed in ensuring success and the future of the club by selflessly sharing their time and passion and leading by example and self-discipline. He practiced what he preached without fear nor favour. He tempered all with an infectious sense of humour and always at the ready with a timely prank or joke to have us all rolling with laughter.

Many colleagues of our generation will surely attest to Joe's helping hand, his cautionary word and mentoring style especially to young “reckless” puppies like myself ( I got it on the ear from both dad and “Uncle Joe”) and above all his fiery character and leadership in what were very difficult times for our club. My dad, one of his closest and most intimate friends, summed him up....”*Nar tat tiben imma qalb tad-deheb*”

In recent years Joe was unable to frequent Ta'Qali as much as he would have wished to as old age began to take its merciless toll but this did not deter Joe from continuing with great encouragement of his son John to quietly produce superb masterpieces such as the one third scale (!) Sopwith Strutter. He regularly kept in touch by sending me emails and photos of his progress. At the time of his passing he was half way in completing what I believe to be the love of his life....the Spitfire.

May Joe's example and passion for the hobby continue to guide us and be a consolation to his sons John and Martin who now proudly carry on in his memory.

To them, their siblings and families may I extend on behalf of all members our deepest sympathy and condolences.

Blue skies dear Joe.  
Michael Curmi



## 35Mhz Frequency Allocations (Update October 2012)

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

*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

It is with deep regret that we announce the passing away of a fellow member of the Association, Joe Cassar who went to meet the risen Lord on Sunday 16 December at the age of 88.

Joe was a founder member of the Association and has been active in the hobby for a long number of years. A dedicated true modeler who will be remembered for a long time amongst us.

May the Lord grant him eternal peace.

