



# NEWSBEAT

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

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September

## From the Committee

As most members are now aware, the committee has been going through a number of meetings with different authorities in an effort to establish the future of our site at Ta' Qali. The latest meeting was with the parliamentary Secretary for sports Dr Stefan Buontempo, who pledged his help as regards the future of the Association's official site. Dr Buontempo will be referring the Committee to the Chairman of the Kunsill Malti għall-Isports so that further discussions could be carried out.

On its part the Committee, while emphasizing the fact that no development took place adjacent to the present site for the last thirty years, queried why the authorities were indicating that an alternative site should now be found for the Association's activities.

Needless to mention, under the present circumstances, the need to adhere to all regulations while enjoying our hobby cannot be overemphasized, as the least infringement of our rules and official regulations will mean the immediate closure of our site. As mentioned in the August issue of the Newsletter, the Civil Aviation Department will be carrying out inspections of our activities from time to time. The first of these official inspections took place on Thursday 29 August.. Other inspections, albeit unofficial will undoubtedly take place.

In fact, in a further effort to ensure disciplined flying, the committee has issued fresh instructions regarding the way we fly which can be seen below and which have been included in the Standing Regulations. (see pages 3 and 4)

## The way we fly

A burning issue which has been going on for years is the flying positions we stay in according to the wind direction. In view of the recent developments regarding flying over buildings, etc, the Committee has been encouraging fliers to gain confidence in one's flying by practicing and practicing left and right hand circuits, landings ,etc. In coordination with other members present , and when the wind is blowing from the south, one should also try to perform his flying ALWAYS FACING MDINA AND MTARFA WITHOUT TURNING TOWARDS THE PITS.

We are glad to say that the majority of active members have been following these instructions and the committee has now decided that the time has come to impose this style of flying, ie

**WITH EFFECT FROM 1 OCTOBER 2013 ALL FLYING SHALL BE DONE FROM THE EDGE OF THE GRASS PATCH WITH THE FLIERS FACING MDINA/MTARFA IRRESPECTIVE OF WIND DIRECTION. AT NO POINT MUST A FLIER TURN ROUND TO FOLLOW HIS MODEL BUT MUST ALWAYS KEEP HIS MODEL IN FRONT OF HIM.**

**It follows that no crossing of the runway must take place any longer.**

The amended Standing Regulations can be found on the next page.

### **On Instructors and the 'A' certificate**

The committee will shortly be announcing the names of a number of members who have volunteered to act as instructors and helpers to those members who would like to be guided in obtaining their 'A' certificate. More details in the next Newsletter.

### **To all members**

The Committee would like to remind all members who own and fly turbine powered or large models of the restrictions imposed on the Association regarding flying. Of particular relevance and apart from other restrictions these are

1. A maximum altitude of 400feet above ground level
2. A maximum of 500 metres horizontally from the centre of our site.

Members are being reminded of these limitations in view of recent developments and the fact that random inspections of our activities are being carried out by the Civil Aviation Directorate. The first of these inspections was carried out without the committee's knowledge on the morning of Thursday 29 August 2013

The Committee

## **CALENDAR OF EVENTS**

28 SEPTEMBER	MULTIPLEX AEROBATIC TROPHY
12 OCTOBER	EARLAND SCALE TROPHY
26 OCTOBER	JET MEET
09/10 NOVEMBER	WINGS OVER TA-QALI
22 DECEMBER	CHRISTMAS DRINKS
27 DECEMBER	CHRISTMAS DINNER



### **FOR SALE**

#### **De Agostini Spitfire kit, complete unbuilt kit**

Scale 1:10 : Length 1.15m ( 3ft 9") Height 0.355m ( 1 ft 2") Wingspan 1.43m (4ft 8")

Price €100 or near offer

Contact Ms Ainstee on 99041188 or 27534272

## STANDING REGULATIONS AT TA' QALI (September 2013 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 (QUADRICOPTERS, 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. On departure, the last member to leave the flying site should ensure that the Club House, Toilet and the Gate are closed and all umbrellas are returned to the clubhouse. 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. **WITH EFFECT FROM 1 OCTOBER 2013 ALL FLYING SHALL BE DONE FROM THE EDGE OF THE GRASS PATCH WITH THE FLIERS FACING MDINA/MTARFA IRRESPECTIVE OF WIND DIRECTION.** 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. **It obviously follows that flying over the pits, spectator areas and nearby buildings 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 is to be restricted as indicated in 5 above, and within a distance of approximately 500 metres from the centre of the flying area and a maximum of 400 feet altitude. Avoid flying over any building within the area mentioned. **Extra caution must be exercised to fly within these limits when models powered by a jet turbine are being flown.**

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. Flying of models powered by electric motors may commence at 7 am any day of the week. Starting of internal combustion engines and turbines must

IF UNDELIVERED PLEASE RETURN TO

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take place after 0830 hours on any day of the week.

**8. JET TURBINES AND ENGINES ABOVE 26CCS MUST NOT BE OPERATED (START OR SHUTDOWN) IN THE PIT AREA. 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**