



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 7/2013
September
Supplement

Update on our site

As has been mentioned in the last Newsletter, the committee has been holding a number of meetings with the relevant authorities in order to clarify our position regarding the association's site.

The last meeting was held with the new chairman of the Kunsill Malti għall-Isports, Mr Jonathan Barbara. During the meeting the President gave a short presentation of the association's background, its activities and the constant progress it made during the last twenty to thirty years. The previous meetings with Dr Buontempo, the Police and the Civil Aviation directorate were mentioned and the chairman again emphasized the fact that no development took place adjacent to the present site for the last thirty years, and queried why the authorities were now indicating that an alternative site should now be found for the Association's activities.

The President ended the meeting by referring to Dr Buontempo's offer to help the association in any way, especially the allocation of alternative sites, and the President's suggestion that if the whole stretch of runway was allocated to the Association, a lot of problems would be solved.

During the next meeting of the Committee, it was decided that the request to suggest an alternative site by the authorities was to be used to propose that the whole stretch of the runway be allocated to the Association. This would involve the closing down of the road crossing the runway, relocation of the clubhouse and the open gym and the flying positions would be shifted about 250 metres towards the National Park and on the other side of the runway. This would eliminate any flying over any building in the vicinity and place our flying positions with the sun behind our shoulders in the peak active times of the day.

A formal request for this proposal to be considered was sent to Dr Stefan Buontempo on the 2 September.

In the meantime another meeting was held with the Aviation Museum Foundation which also had a vested interest in the preservation of the remaining stretch of runway. In fact the chairman of the foundation Mr Ray Polidano invited the Association to attend yet another meeting, this time with MEPA, in connection with the subject. During the first meeting it was also agreed that the association's proposal to include the remaining stretch of runway for its activities would be beneficial to both organizations.

Other developments will be communicated to members in due course; in the meantime the Committee is once again appealing to all members to follow the association's Standing regulations without fail.

Wings Over Ta' Qali 2013

Firstly, there has been a change in the dates of this event, which will now be held on Saturday 2 November and Sunday 3 November.

Secondly, the committee would like to hear from members who would like to give a helping hand in the organization of the event. In this respect please contact Mr Frank Mercieca at your earliest on 99406618

Thirdly, the committee has invited the Aviation Museum Foundation to participate in this event and discussions are presently being carried out in this respect.

Needless to mention but your participation in this event is paramount and all members should make a genuine effort to present their models, whether in flying condition or not, for display during the event. Arrangements are being made for models to be stored overnight between Saturday and Sunday.

We thank.....

Our thanks go to Lou Runza who kindly donated a 30" TV to the Association—a movable table has been ordered for it so that it could be moved around in the clubhouse and used for video evenings. We also would like to thank Patrick Paris who answered our call for the provision of a monitor for use with the CCTV cams system. It is also pertinent to mention that the Fire Station which was donated by Mr Lino Xuereb some time ago has now been put for use—a container to house the various items has been ordered and will shortly compliment this donation—thanks Mr Xuereb.

Your A certificate

First of all the following members have volunteered to act as helpers and instructors to any body who wish to be helped in attaining his A certificate. These are Victor Saliba (Mob 99016048), Jesmond Azzopardi (mob 99445688) and Jesmond Cutajar (mob 99494827). Any member who would like some help in this respect can contact any of these members and arrange a meeting. Please be considerate and do not impose unnecessary times, etc as these members must also enjoy their hobby with their own models!! In all probability, these members will be mostly available on Saturday or Sunday mornings.

Along with this Newsletter, the actual format of the test is being forwarded for your information.

Heli flying positions

Following discussions with our heliflier members, the Committee has decided that since heli fliers do not need any length of runway for flying, their flying positions are arbitrary SO LONG AS THEY DO NOT FLY BEYOND THE GRASS/TARMAC BORDER INTO THE NO FLY ZONE.(ie the grass and pit area) Fliers are therefore to coordinate between themselves on flying positions during the 15 minute allotment.

Needless to mention that extreme caution is to be exercised at all times and adequate distances are kept between fliers and models.

Next Event

In order not to clash with the full size airshow event, the Multiplex competition is being postponed to Saturday 5 October 2013, starting at 3pm. The usual sports aerobatic schedule will be used, This can be found on our website.

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

MMAFA PO Box 22 Balzan BZN1000

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CALENDAR OF EVENTS

5 October (CHANGED) MULTIPLEX AEROBATIC TROPHY

12 OCTOBER EARLAND SCALE TROPHY

26 OCTOBER JETMEET

2/3 November (CHANGED) WINGS OVER TAQALI

22 DECEMBER CHRISTMAS DRINKS

27 DECEMBER CHRISTMAS DINNER

**PLEASE NOTE CHANGES IN MULTIPLEX TROPHY EVENT
AND WINGS OVER TA' QALI**

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