



M.M.A.F.A.

Official newsletter of the
Malta Model Aircraft Flying Association
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FROM YOUR PRESIDENT

My fellow members,

A few weeks ago your committee announced an initiative in the form of an exhibition to make our Association better known to the general public and the Authorities and to make a bold statement that the MALTA MODEL AIRCRAFT FLYING ASSOCIATION IS ALIVE AND WELL. I am very proud to state that BOTH objectives have been achieved in full! Last weekend was a memorable occasion for all those members in their great majority who actively participated in one way or another. The number of beautifully prepared models exceeded 150 which just about fit in the hangar including the rafters! Our distinguished guests led By The Hon. Dr. Luciano Busuttill MP Chairman of KMS where highly impressed, as you all noted on the opening night. Our records confirm that almost 700 paid visitors attended (excluding children). Thanks to generous sponsors and diligent negotiating by the committee, I am also pleased to report that the Association broke even in this not small expenditure (investment) and in fact turned a small modest profit. My special gratitude really must go to our members without whose magnificent response to your committee ' s call this exhibition would not have been possible. Thank you to all those members who tirelessly lent a hand in the setting up and dismantling of the exhibition structures, those members who manned the exhibition stands over the three long days, entrance marshalling, special exhibition areas etc. The list is endless but the hands were many! Finally my thanks also goes to my colleagues on the committee who overcame all the many issues and the difficulties in the short space of time available to ensure that members had a most wonderful time in each other ' s company and show off their passion to the world. This should fill us with enthusiasm for the Association' s next major events planned for the future. A full list of the sponsors and supporters is carried elsewhere in this newsletter to whom the Association ' s conveys its sincere gratitude. *Happy Landings in Safety* , Martin.





UNPAID MEMBERSHIP FEES FINAL NOTICE

The Committee urgently draws the attention of members who have still not paid their membership fee for 2014 to do so without delay.

Article 17 of the MMAFA Statute requires that membership fees must be settled by the end of February of each year. Accordingly, unpaid members are advised to renew the membership fee immediately and by not later than 30th April 2014.

Unpaid members are not permitted to operate their models at the flying site with immediate effect and until they settle their dues.

As from 1st May 2014 unpaid members shall not be sent the newsletter and their membership will be considered as expired. Any request for renewal after this date shall be treated as a new membership and will also be subject to the enrolment fee of €20. (No requests for pro-rata payments will be entertained).

OBITUARY



Most members may already have heard the sad news of the untimely and tragic passing of our colleague Matthew Debono at the early age of 35, on March 29th. Matthew had only recently joined as a member of our Association, encouraged by member Keith Poulton, together with his father Anthony who in the past was a very active flier.

The Committee and all the Association 's members hereby wish to convey to his parents, Anthony and Janet and all Matthew 's loved ones our sincere condolences and deepest sympathies and prayers, that they may find solace in their hour of utmost grief.

R.I.P.

IMPLEMENTATION OF FLYING REGULATIONS AND SAFETY CODE.

As you are aware your committee had met with the Civil Aviation Directorate to discuss the way forward to ensure FLIGHT SAFETY and adherence to all applicable FLIGHT REGULATIONS at Ta ' Qali. The Director General was most insistent on this point and the Directorate expects the Association ' s Committee to promote, maintain and enforce a culture of SELF REGULATION AND DISCIPLINE.

Accordingly, it is required that the updated FLYING REGULATIONS AND SAFETY CODE is henceforth fully implemented and enforced in our activities.

This means that each and every member must first be fully aware of the regulations and safety code and must be prepared to follow them. The mere printing and publishing of these regulations were not considered sufficient by the Directorate who expect the Association' s Committee to COMMUNICATE THESE EFFECTIVELY TO ALL MEMBERS.

Therefore all members are hereby advised that your committee shall be organizing a series of informal information meetings in the near future AT OUR FLYING SITE for small groups of members at a time to TOGETHER go through the flight safety code and any additional key regulations to ensure that these are FULLY UNDERSTOOD.

All members are expected to attend these meetings when called and they shall at the end of their information session confirm their attendance and agreement to these rules. During the course of these information sessions any CONSTRUCTIVE suggestions are welcome and will be heard and assessed in due course.

NO MEMBER (except non-flying members) IS EXEMPT FROM ATTENDING THESE SESSIONS. THIS IS A MANDATORY REQUIREMENT IN ORDER TO BE ABLE TO FLY AT OUR SITE IN FUTURE.

The cooperation of members called for these meetings is solicited. All new members will in future be subject to the same simple procedure upon gaining membership.

It is being proposed that in order not to take away precious flying time on weekends, these meetings shall be held mid -week at approx. 18.30 and should not last more than 60 minutes per session. Once again the standing rules and flight code are attached in the following pages for your guidance.

The committee also advises that CERTIFICATION of fliers shall resume in the near future. Further information and directives in this regard to follow.



STANDING SAFETY REGULATIONS (rev. Feb.2014)
PILOTS MUST ABIDE FULLY WITH THE FLIGHT SAFETY CODE WHICH FORMS AN INTEGRAL PART OF THESE STANDING REGULATIONS. (see Appendix A below)

(a) SAFETY ON THE GROUND - ENTERING AND LEAVING THE FLYING SITE.

- (i) Drive in and out of the MMAFA compound at the slowest possible speed and keep a sharp lookout for pedestrians, especially children.
- (ii) Members should park their cars in the marked parking zones on the Club House side in an orderly manner to allow parking for all members and visitors.
- (iii) Models and equipment should be assembled within designated pits areas.
- (iv) Starting and running of models engines anywhere in the parking area outside the pits is PROHIBITED.
- (v) Members ' young children and the general public should not enter the pits area.
- (vi) It is the responsibility of each individual member who makes use of club umbrellas, frequency board, wind sock and other portable equipment or furniture, to return them to the clubhouse after use.
- (vii) It is the responsibility of the last member leaving our flying site to make sure that the Club House, Toilet and the Gate are locked.
- (viii) It is the duty of all members to make use of club facilities in a responsible manner and to leave them in a good state of repair and cleanliness after use.

(b) SAFETY IN THE AIR.

- (i) Flying may only take place as listed below, on any day of the week including weekends :
 - Electric powered models 07.00 hrs until sunset.
 - All other powered models 08.30hrs until sunset.
- (ii) The Malta Model Aircraft Flying Association includes a majority of members who fly radio controlled fixed wing aircraft and also includes members who fly helicopters & vertical multi-rotor quads, or both. IT IS AN ESTABLISHED SAFETY PRINCIPLE THAT FIXED AND ROTARY WING MODELS SHOULD FLY SEPARATELY.
- (iii) Members flying helicopters and any type of Quad may fly during the FIRST 15 MINUTES OF EACH HOUR AS INDICATED BY THE AUDIBLE ALARM ON SITE. Fixed wing pilots may fly in the remaining 45 minutes of each hour.

- (iv) The number of models in the air at any one time should not exceed 6 (six) . Each individual flying session should not exceed a maximum of 15mins. total FLYING time out of respect of other pilots waiting to fly.
- (v) **Models in excess of 20kg dry weight (without fuel) may fly provided that the named pilot is in possession of the mandatory, current, “exemption to fly ” permit issued by the CAD for that specific model aircraft.**

(c) BEGINNERS (applies also to Helicopters and Quads)

- (i) All beginners ’ models must be checked for full airworthiness by an instructor or competent modeler before any attempt to test fly.
- (ii) At NO TIME can a beginner operate a model, even on the ground, unless an instructor or an expert flier is standing by to assist in case of need.
- (iii) Trainee pilots are only allowed to fly under the close supervision or guidance of an expert flier or instructor, at any time.
- (iv) Trainee pilots must pass a flight test to determine their ability to fly unsupervised (solo flights) in a safe manner and can demonstrate full control of their model.
- (v) The issue of Certificates of proficiency in model flying is at the sole discretion of the Committee or official (s) designated by the committee to oversee the training and flight test process.

(d) OTHER UNIVERSAL PRE-FLIGHT AND IN-FLIGHT SAFETY CONSIDERATIONS.

Note: The responsibility for the safe conduct of the flight lies with the person flying the model aircraft.

Thoroughly check your model prior to each flight for:

- (i) Apparent damage resulting from prior in-flight vibration, landing knocks, or during transportation.
- (ii) Check for integrity all control surfaces, hinge points and control linkages, flying surfaces, ROTOR blades (Helis and Quads) .
- (iii) Ensure your batteries are fully charged, fuel tanks are full and compressed air tanks pressurized (where applicable) .
- (iv) Perform a range test of your model before each flight.
- (v) Ensure that “fail safe ” operation of radio equipment is active to allow throttle slow and other control surfaces holding at neutral position.
- (vi) Secure and restrain your model during start up to prevent it from moving forward. Use a helper as necessary. Ensure spectators are kept at a safe distance.
- (vii) Ensure safety equipment where applicable (eg. Fire extinguisher) is within immediate reach and that you or your helper is conversant with its use.
- (viii) Check your flight controls before takeoff for full and free movement of control surfaces.
- (ix) Carry out a full power check prior to take off.

- (x) **The larger, faster and more powerful the model plane or helicopter, the greater the responsibility of care and extra caution by the pilot to ensure a safe flight (irrespective of whether it is a turbine, big block internal combustion or high output electric propulsion) .**
- (xi) All models powered by Jet turbines or internal combustion engines above 26cc and helicopters (whether electric or IC powered) , must be started and shutdown in designated start up areas. (Hover taxi of Helicopters is restricted to runway and landing zones)
- (xii) Electric powered propeller driven model planes of any output must be treated with equal respect and caution as any other power plant, especially when connecting batteries and or carrying models to and from the flight line.
- (xiii) All flyers must be ready to take evasive action and land immediately if a full size helicopter or micro-light / light aircraft is spotted heading directly towards the flying site at low altitude.
- (xiv) **Max. operating height per Air Navigation Order (ANO) is 400 feet (123 metres) above ground level.
Max. operating radius is 500 metres as measured from the centre of our runway. Avoid flying directly over any building within this radius. Factor in your model 's SIZE and SPEED to respect these limits.**
- (xv) Running in of engines must be performed away from the pits and flyers in the designated area and always respectful of other members present.
- (xvi) Effective silencers on IC engines are compulsory. A maximum level of 85 dB at 7 metres is in force on all days of the week.

(e) TRANSMITTER FREQUENCIES

The predominant radio frequency is 2,4 Ghz which no longer falls under the mandatory control procedures (i) to (viii) that follow.

Members who still use internationally approved 35 and 41 Mhz frequencies must follow the rules hereunder without exception.

(i) Be on the lookout for other users (if any) of 35 and 41 Mhz equipment so as to be aware of each other and coordinate your activity, especially if on the same channel frequency.

(ii) Use the FREQUENCY BOARD TAGS without exception.

(iii) Pick up your frequency tag BEFORE switching on your Transmitter.

(iv) Return your frequency tag to the board immediately after switching off your transmitter and ensure you do not take the tag home in your flight box, to the inconvenience of other members.

(v) It is strongly recommended that the principle remains of impounding transmitters between flyers on 35 and 41Mhz bands.

(vi) Transmitter aerials (35 and 41Mhz) should be retracted while in the pits and while taxiing in & out to the runway. REMEMBER TO EXTEND YOUR TRANSMITTER AERIAL BEFORE TAKEOFF!

(vii) Beginners nowadays are more than likely to be equipped with 2,4Ghz radio. However, any beginner who opts to use 35 Mhz may only use channels numbers 81 to 90 on this band until further notice.

(viii) Fliers who opt to continue teaching their children to fly, using their own 35mhz and 41 Mhz equipment, are exempt from clause (vii) and may use their own allotted frequency for this purpose, however full responsibility lies with the parent.

IN ALL CASES IT IS HIGHLY RECOMMENDED NOT TO USE MOBILE PHONES ANYWHERE NEAR ANY TRANSMITTER AS THEY HAVE BEEN REPORTED TO HAVE CAUSED INTERFERENCE.

APPENDIX "A"



FLIGHT SAFETY CODE

FOR FIXED WING AND HELICOPTER PILOTS (This code forms an integral part of the Association's Standing safety regulations and must be observed at all times)

FLYING POSITIONS

- **Fixed wing pilots** must maintain one common grouped position on the flight line.
- **Helicopter pilots** shall exceptionally align themselves and maintain a greater safety distance (min. 30 metres) between them on one side of the runway.
- **Quad pilots** shall if other helicopters are flying :
 - (i) Use an alternate launch and recovery pad allocated for quads in the grass area south of the central taxiway and keep away from the runway, and other helicopters.
 - (ii) Launch on a SE heading and recover on a NW heading, and keep clear of the runway, and other helicopters.
 - (iii) Avoid the Club gate area and access road at all times.
 - (iv) Never launch or recover from the pit area.
- Pilot(s) on the flight-line **HAVE PRIORITY** and other pilots wishing to fly must group themselves on the same side as these pilots.
- In the interest of safety it is **ABSOLUTELY FORBIDDEN** for pilots to fly models from opposite sides of the runway at the same time.
- Any Pilot who feels uncomfortable flying from the current fliers' position (example facing the sun), should delay the flight for a few minutes until all the other pilots land, after which he is free to cross to the far side of the runway and assume priority.
- **PRE-FLIGHT CHECK** your model thoroughly before each flight in a methodical manner.
- **START** your engines safely in the prescribed areas.
- **TEST** your engines and **TAXI** your models **AT A SAFE DISTANCE** from other fliers. Test your brakes if fitted.
- Pilots on the flight line are to keep clear of the central taxiway **RUNWAY EXIT** to allow unrestricted space for models to taxi in and out, and pilots to walk in and out, safely.
- Do **NOT** take-off, or land in the direction of other fliers.
- Ensure the take-off and landing area is **CLEAR**. Be ready to abort your take or landing if runway becomes obstructed.
- Do **NOT** fly over other pilots.

APPENDIX "A"



FLIGHT SAFETY CODE

Continued..

- CALL out your take off, missed approach (overshoot), and landing.
- Exercise utmost CARE when exceptionally crossing the runway when you have priority only (see above).
- Make your intentions KNOWN to other pilots on the flight-line loud and clear.
- Fly in a SENSIBLE and SAFE manner to avoid mid-air collisions.
- Factor in your model's SIZE and SPEED in managing your flight path and height above ground.

KNOW YOUR LIMITS AND THE MODEL'S LIMITS. DO NOT SHOW OFF.

- **IN ALL CASES IT IS ABSOLUTELY FORBIDDEN TO FLY OVER THE CLUBHOUSE, PIT AREA, TAXIWAY AND GRASS FORECOURT AT ANY TIME AND AT ANY HEIGHT.**

AVOID NO FLY ZONES (SEE MAP ON CLUB NOTICE BOARDS).

RESPECT THE HEIGHT LIMIT.

- **DO NOT PLACE YOURSELF AND OTHERS AT RISK.**
- **DO NOT JEOPARDIZE THE CONTINUED USE OF OUR FLYING SITE BY YOUR ACTIONS, OR NEGLECT.**

Designated Flying Positions

Below please find the designated flying positions – **RED BOX** - which should be used at our site. Pilots should group at these points . **ONLY** these positions should be used .These designated positions should be understood in conjunction with the latest standing regulations. Members needing clarifications should contact a committee member .

Fixed Wing flying positions (Only one of these positions can be used at any point in time by fixed wing pilots)



Helicopter and Quad Flying simultaneous flying positions
(“ one side rule ” applies also to heli pilots).



The Malta Model Aircraft Flying Association would like to thank these generous sponsors of our event.



STANDOX for all your spray paint materials to finish your model in a professional way. Available at Galdes and Mamo, Valley Road Msida Tel: 21487584 Thanks to Martin Mifsud



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Special thanks to
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Elmo Insurance
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**Thanks to James Caterers
for the delicious
65TH ANNIVERSARY CAKE
prepared free of charge. Thanks
to Roberto Runza for helping
Martin Mifsud.**

**The Committee would like to thank Capt. Lino Xuereb for his personal
donation towards the exhibition .**

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Special thanks to Reno Psaila for his very generous donation to the Association of a full set of professional artwork files of the MMAFA Logo.



The Malta Model Aircraft Flying Association acknowledges the generosity and support and sincerely thanks the Malta Aviation Museum Foundation, in particular Ray , David and Mary Rose Polidano for placing the Malta Heritage Hangar at the Association's complete disposal for the duration of the exhibition.

THANK YOU ALL!

OUR BELOVED MASCOT

On April 2nd, our club mascot ZIZA regrettably has gone after being in poor health of late. She has been part of the club scene for so many years and she will be fondly remembered by all of us. Nicholas Mizzi took loving care of her day in , day out for all the time she has been with us, having been taking in as an unwanted stray. In keeping with past practice this committee has covered the recent veterinary medical bills and has entrusted Nick to arrange for a suitable small memorial in remembrance of our irreplaceable mascot. Members who in their great numbers have shown such kind sentiment towards our mascot and are willing to donate towards this cause are very welcome to approach any committee member.



POSTAL ADDRESS

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