



M.M.A.F.A.

Official newsletter of the
Malta Model Aircraft Flying Association
Website <http://www.mmafa.eu> email :info@mmafa.eu
Postal Address PO Box 22 Balzan BZN 1000

Issue 8/2014
August

Important Notice from the President and Committee

Over the past months, the present elected Committee reviewed and issued the MMAFA Standing Regulations and Flight Safety notes which were also endorsed by the Civil Aviation Directorate. As you are aware, these regulations have been published a number of times in our newsletter and, through a series of flight safety meetings, are being brought to every member's attention on a personal basis. In essence these regulations do not demand much other than the application of common sense, respect to other persons and safety awareness.

The No-Fly-Zones as designated in the regulations have been specifically designed so that flyers avoid the pit areas and surrounding dwellings in the interest of safety. This is nothing new as these zones have been designated as areas to avoid for a number of years now and as such no member should be in any doubt of the location of the No-Fly-Zones.

We are very pleased to note that there has been a significant and visible improvement in flying behaviour at our site and as a Committee we sincerely appreciate the effort being made by members to adjust their flying habits to conform to requirements.

In spite of this, the Committee has received reports of flyers who acted in disregard of our regulations. (See also last page). These reports have come both from our members and of even greater concern, from our neighbours. While we are sure that the majority of members can honestly say that they are not the culprits, it must be stressed that each infringement, especially as noted by third parties has a negative effect on the flying site as a whole and thus on each and every member.

We consider the MMAFA to be a self-regulated body of mature individuals who are bound by the statute and other relevant regulations to act in consideration of fellow members and in the interest of the Association. Nevertheless, we cannot afford to have a repeat of incidents experienced in the past years. The previous Committee had indicated the extent of damage that these incidents had caused the MMAFA. As you are aware, there was even a recent court case where a member was charged by the Police for harassment of a neighbour for overflying his property. Thankfully, the member involved was recently not found guilty, however this incident has certainly caused

damage to the reputation of the MMAFA and is now officially on court record despite the verdict. It has also cost the Association legal fees to carefully monitor this court case.

In this context it is evident that any infringement by any one member will have a negative impact on the activity of all members of the Association. Accordingly, as a Committee elected by MMAFA members to protect the interests of the Association we are totally committed to take all necessary measures to ensure the continuance of our flying activity at Ta' Qali. Therefore, this committee is taking all cases and complaints very seriously and action is and will be taken as necessary.

We must ensure that regulations are adhered to and any compromising situation avoided. All members of the MMAFA, and not just Committee members, must help their fellow members to remain in line with the requirements by immediately drawing attention to any infringements such as inadvertently straying into No-Fly-Zones. It is the duty of every member to ensure that flight regulations are followed at all times.

We also expect that any incident involving a crash of any kind of model outside the perimeter of the flying site is reported to a member of the Committee without delay. Such reports will enable us to review such incidents and be prepared for any resultant problems which may arise, in the interest of that member himself.

We are confident that with the cooperation and strict adherence to regulations and support by all members, we will be able to continue to enjoy our hobby at our site at Ta Qali for years to come.

The Committee

IMPORTANT DATES FOR YOUR DIARY !!!

OFFICIAL SUMMER BARBEQUE—SAT 30TH AUGUST

WINGS OVER TA'QALI —SAT & SUN 15TH & 16TH NOVEMBER

DETAILS TO FOLLOW BY EMAIL - CHECK YOUR IN BOX REGULARLY

HELICOPTER EVENT

SATURDAY, 26th JULY 2014

Report by Jonathan Cassar Heli Sub Committee

Dear Members,

Saturday unfortunately dawned with windy conditions but this did not stop the organizers with the help of participants from setting up the course and still putting up a good show .

The event consisted of a limbo course consisting of two balloons to be burst using the tail rotor, two spot landings inside hoops, three obstacles consisting of paper strings between poles, where contestants had to pass below the first one, over the second and again below the last obstacle. Finally a last spot landing inside a hoop. Every pilot was briefed prior to the start. Each run was timed with the lowest time (including any added time for penalties) being declared the winner.

These were the final results:

1st: Matthew Gauci 1 min 8 sec (Align Trex 600N DFC)

2nd: Jesmond Azzopardi 1 min 29 sec + 5 sec penalty (Align Trex 600N)

3rd: Wayne Gauci 1 min 30 sec + 5 sec penalty (Align Trex 450)

Both Jesmond and Wayne were given a 5 second penalty for cutting the paper strings during their runs. Congratulations to the winners!

Unfortunately contestants John Paul Caruana, Lou Runza , Jonathan Cassar and Paul Ciappara suffered minor accidents during their trial and had to abort their attempt. On the other hand Jason Camenzuli unfortunately had some engine problems and could not take part. A big cheer to all of them anyway for showing great team spirit and participating despite the not ideal conditions.

Every event participant received various pilot caps /mugs kindly donated for the occasion by OPTIFUEL via the representative pilot Matthew Gauci. A very welcome and complete surprise for all heli fans was the “unofficial” participation in the heli event of the brand new AFM Augusta AS 139 multi role helicopter ably piloted by ex MMAFA member Oliver Bennett who happened to be on a practice training mission. All including the many onlookers enjoyed the morning. On behalf of my colleagues on the subcommittee I would like to thank the committee for their guidance and of course all participants . We look forward to the next heli event!

Best Regards,

Jonathan Cassar for the Heli Sub Committee (see photos next page)



Technical Corner

LET'S FACE FACTS. If you fly RC airplanes, sooner or later, you're going to damage your model. Knowing how to deal with common damage inflicted on our models saves you money and extends the life of your plane. So why buy a

1 The first thing to do is to remove the covering material so you can see exactly what's busted. Be like a doctor and cause no further harm! Don't just cut deeply into the covering and balsa sheeting. Be careful to cut only through the covering with

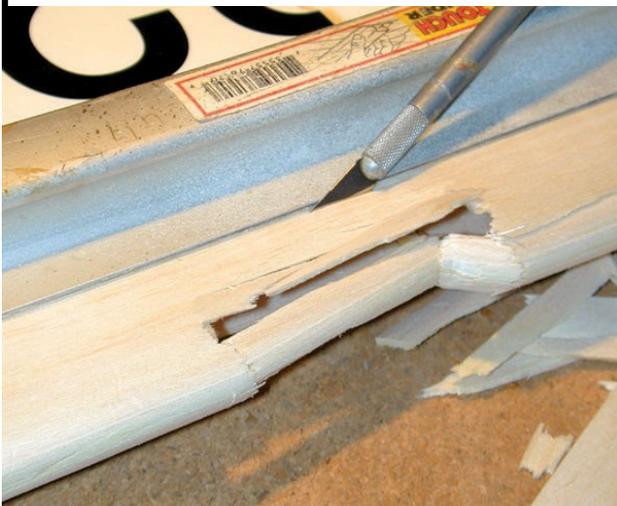
1 The first thing to do is to remove the



Here's our damaged wing. This is much like what would happen if you ran your plane into the safety fence at the flying field.

With so many ARFs available on the market today, few modelers are actually building up their models from kits. This has produced a whole generation of excellent flyers who simply don't have the building skills needed to produce an RC model. Without this experience, trying to repair an ARF can be difficult. The techniques shown here are not limited to ARFs and can be used to fix any model you have

1 The first thing to do is to remove the covering material so you can see exactly what's busted. Be like a doctor and cause no further harm! Don't just cut deeply into the covering and balsa sheeting. Be careful to cut only through the covering without damaging balsa sheeting. If you do, it can weaken the area around your repair.



2 To remove the sheeting around the damaged area, I used a long sanding bar as a straightedge to guide my hobby knife. The sandpaper prevents it from shifting while cutting the balsa. Once you remove the sheeting, you'll be able to see if there are any internal parts that need replacement.

3 For this wing repair, we need 5. A razor saw does this job quickly and easily. d to replace the leading edge (LE) and the front portion of the broken rib.



4. Here you see the the repair area has been cleaned up and the replacement LE material and the two notches that will need to be cut to carry the LE past the open area are shown. (LE) and



5. A razor saw does this job quickly and easily.

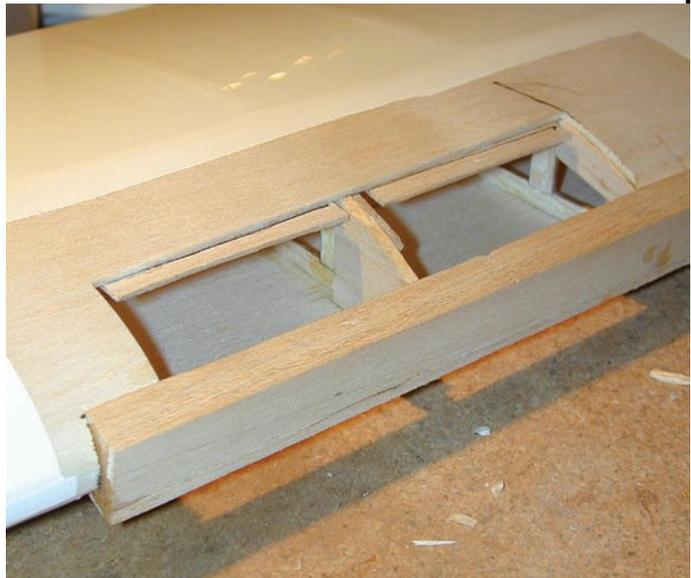


6. Here the replacement LE material has been fitted snugly into place. To produce the shape of the rib replacement part, trace an undamaged rib next to the damaged one. Cut the part to shape and then place it against the damaged one.

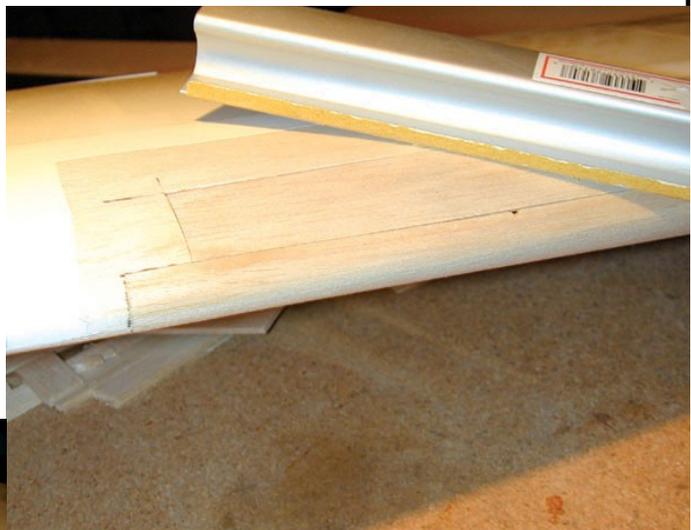


7. Here you see the rib front and the LE replacement parts all glued into place. Tack glue the parts into place first, then lightly flow thin CA into the cracks and seams to make sure everything is secure.

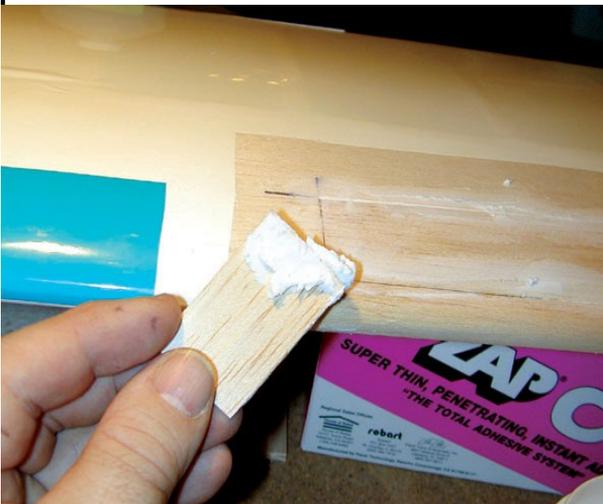
8. Before you can replace the top and bottom wing sheeting, you first have to add doubler strips under the edges of the undamaged sheeting so you have something to glue the new sheeting to. You may also need to glue some doublers to the side of the ribs to provide purchase to support the ends of the new replacement sheeting.



9. Here the new sheeting has been glued in place. Before closing up the bottom of the wing, re-glue all of the inside seams to make sure you have strong bond everywhere.

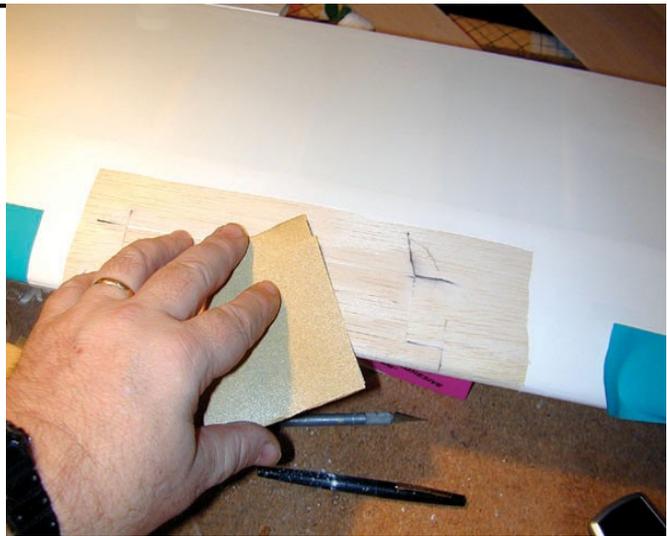


10. Once the wing structure has been closed up, start removing material from the leading edge and then shape and sand everything flush and smooth. A Balsa Razor Plane makes short work removing material from the LE stock.



11. Filling the seams with a lightweight spackling compound is the next step. I use Red Devil "OneTime" filler for this. It is extremely lightweight, dries in 30 minutes and is very easy to sand smooth. (It's available at the hardware store and home improvement department at Home Depot.) To make the filler easier to apply, use a damp sponge to lightly moisten the wood around the repair. Use a scrap piece of sheeting and apply the filler like you are frosting a cake. Press it firmly into all the seams and dents and then let dry.

12. Use 220-grit sandpaper and sand everything smooth. If there are any starved areas needing more filler, just repeat the process and sand again until everything is level and smooth.



13. Wipe the dust off the model and get some matching covering material, your covering tools and supplies. For the Hangar 9 Pawnee I used matching UltraCote, (from Horizonhobby.com.) Use some rubbing alcohol to degrease the covering all around your repair. This removes the oily residue from your fingers and fuel residue that will prevent a good bond.

14. First apply the base white color. Cut the white covering about 1-inch larger all around and apply the patch in two pieces starting with the bottom side of the wing. Iron the covering down and smooth out any wrinkles and then apply the top piece.



15. Once the white has been applied, cut to shape and apply the trim color and overlap all the seams by about an inch. Be sure to seal all the edges down securely and, while you are at it, check all the other edges and covering seams on the wing and seal them down as well with your hot iron.

RUNNING IN OF ENGINES

Members are again reminded of Standing regulation

(d) (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 ”

The designated area for running in of ANY type of model engine is clearly marked just outside the far end of the pits. NO other area within the Ta Qali flying site may be used for this purpose in the interest of safety. Additionally a special stone bench has been constructed to allow modelers to run in / test their engines comfortably on a test bench without having to use the pit area benches which are prohibited for this purpose. Never leave your engines running unattended !

URGENT REMINDER ASSOCIATION EQUIPMENT AND FACILITIES-

Members are once again reminded about their collective obligation under club rules to put away all items they have used for their comfort and safety such as UMBRELLAS, WIND SOCK and ANY MEMBER LAST TO LEAVE HAS A DUTY TO LOCK THE CLUBHOUSE AND GATE NO MATTER WHAT AND WHATEVER THE TIME OF DAY—NO EXCUSES !



POSTAL ADDRESS

MMAFA PO Box 22 Balzan BZN1000

Official Newsletter of the
Malta Model Aircraft Flying
Association

Make our Website your homepage so as to keep up to date with the
Association's Activities

<http://www.mmafa.eu>

email: info@mmafa.eu