



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 7/2014
July

FROM YOUR PRESIDENT

My fellow members,

The Committee has much to report to keep members updated on progress made to date since our last newsletter.

RUNWAY the initial major repairs to the runway surface are almost complete with the final application of road grade tar to fully protect the repairs long term and make for the smoothest possible surface. Members should avoid walking directly over the tar in the first few days following application to avoid damaging the treated surface.

The adjustable starting poles have been installed . The painting of the starting areas and runway exit area is work in progress.

WEATHER SHELTER MEPA permits have been applied for and the process is taking its course. We shall keep members updated as necessary. Meanwhile donations are still being accepted to join the many members who have already done so.

GROUP MEETINGS ON FLIGHT SAFETY Three successful meetings have already been held with a full club room every time. To date 56 members have attended and the next group of members will receive their email call to attend shortly .

PILOT CERTIFICATION & PROFICIENCY TESTS all the previous examiners have accepted the committee 's invitation to continue their task and the process will continue with information to members not yet officially certified to follow shortly.

MEETING WITH AUTHORITIES Representatives of the committee had a very cordial and fruitful meeting with the recently appointed Parliamentary Secretary for Innovation Research Youth and Sports the Hon. Chris Agius MP . The Committee 's representatives presented the Association' s history and activities and vision for the future . Suffice to state at this stage that official support for the Association has been promised and that avenues to further consolidate the Association 's position will be explored in future meetings . It is now up to us all as an Association to play ball and self regulate our activities as we have urged members many times in all our newsletters.

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SOCIAL EVENT FOR MEMBERS—MAJJALATA

A reminder to all members to take the opportunity to enjoy an evening in good company and good food at the MMAFA summer social event on the 18th July. Those interested should contact a member of the committee as soon as possible. Full details on page 4 of this newsletter and club notice boards.

Happy Landings in Safety , Martin.



Our newly renovated Entrance Gate sign. The clubhouse official Association logo is due to be installed shortly. Other signage is also being updated in due course. This initiative is part of a wider re-habilitation of the whole site. More info later as work progresses in this area.

IMPORTANT NOTICE TO ALL FLIERS

CHANGE OF STANDING REGULATION

In view of the marked increase in noise levels and flying radius of certain electric powered models and in order to avoid complaints by our neighbours in respect of nuisance caused by radio control models in the early hours of the morning the Committee hereby notifies all members that with immediate effect standing regulation (b) (i) below has been amended with regard to start of flying for **ELECTRIC POWERED models**”

(b) SAFETY IN THE AIR.

- (i) Flying may only take place as listed below, on any day of the week including weekends :

- **LOW POWER VIRTUALLY SILENT ELECTRIC POWERED PARK FLYER TYPE MODELS ONLY** (incl. small helis and quads in the same category)

not before 07.00 hrs until sunset.

- **ALL other powered models**
(incl. electric powered ducted fan jets and electric powered 3D helis and any electric powered HIGH PROP NOISE models)

not before 08.30hrs until sunset.

Official appointment of Flight Examiners

The Committee has formally invited the following members to continue offering their services as flight examiners

**Jesmond Azzopardi
Jesmond Cutajar
Alan Mercieca
Victor Saliba
Vincent Zammit**

All appointees have generously accepted to serve in the interests of the Association and their fellow Members.

Information to members not yet officially certified to follow shortly.

The Committee

KIND REMINDER

Laqgha Socjali Ghall-Membri u l-Qraba u hbieb tagghom

Majjalta

L' MMAFA ser torganizza MAJJALATA b' OPEN BAR NHAR IL-GIMGHA 18 ta' Lulju 2014 fit 8.30pm.

Il Kunitat jistieden lill-membri kollha flimkien mal-qraba u hbieb sabiex jattendu u jgawdu serata mil-isbah.

L-ikla ser issir ghand Ganni faccata tal- "Autobahn" fil-Bypass ta' Haz-Zebbug fid-direzzjoni lejn Hal-Qormi.

Menu differenti (Tigieg) jista jigi provdut ghall-min ma' jhobbx il-majjal. Nitolbukhom tavzawna kemm jista jkun kmieni dwar dan.

Prezz ta' Eur 26 biss ir-ras ghall-kbar u Eur 5 ghat-tfal zghar (Kids Menu).

Depositu ta' Eur10 ir-ras (Kbar biss) ser jingabar mal-booking biex jinzamm post. Kellem lil xi membru tal-kunitat mill-aktar fis sabiex tibbukja u mhux aktar tard mill-10 ta Lulju

Roast Pork BBQ Night

The MMAFA is organising a MAJJALATA with OPEN BAR for members on FRIDAY 18 July 2014. This is being held at Ganni in Zebbug at 8.30pm. The location is opposite "Autobahn" on the Zebbug Bypass heading in the direction of Qormi. Bring your Family and Friends!

Price is only Eur 26 per person for Adults & Teenagers and Eur 5 per child (Kid's menu).

An alternative menu (Chicken) other than Roast Pork is available for those who prefer.

A deposit of Eur 10 per adult person is required to secure seating. Please contact a member of the committee to book as early as possible and preferably not later than 10th July.

Martin Mifsud 99496033, Michael Curmi 99493415, Stephen Galea 99462962, Josef Gatt 99490045, Mario Micallef 79241318, Wayne Galea 79455174, Ronald Carbonaro 99427449

Technical Corner

Aircraft Trimming Chart

- 1) Trim in calm conditions.
- 2) Make multiple tests before making adjustments.
- 3) If changes are made, go over previous steps and verify or readjust as necessary.

To Test For	Test Procedure	Observations	Adjustment
1. Controls neutral	Fly model straight and level	Adjust the transmitter trims for hands off straight and level flight	Adjust clevises to center transmitter trims
2. Control throws	Fly model and apply full deflection of each control in turn	Check the response of each control	*Aileron Hi-rate: 3 rolls in 4 seconds. *Lo-rate: 3 rolls in 6 seconds. *Elevator Hi-rate: to give smooth square corner. *Lo-rate: to give a loop of approx. 130' dia.. *Rudder Hi-rate: approx. 30-35 degrees for stall turns. *Lo-rate to maintain knife edge flight.
3. Decalage (difference in angle of the chord line of the wing and the chord line of the horizontal stabilizer)	Power off vertical dive. Release controls when model is vertical (elevator must be neutral).	A. Does the model continue straight down? B. Does the model start to pull out (nose up) ? C. Does the model start to tuck in (nose down)?	A. No adjustment B. Reduce incidence C. Increase incidence
4. Center of gravity	Method 1: Roll model into near vertically banked turn. Method 2: Roll model inverted.	A. Nose drops B. Tail drops C. Lots of down elevator required to maintain level flight D. No down elevator required to maintain level flight, or model climbs	A. Add weight to tail B. Add weight to nose C. Add weight to tail D. Add weight to nose
5. Tip Weight (course adjustment)	Fly model straight and level upright. Check that aileron trim maintains wings level. Roll model inverted, wings level. Release aileron stick	A. Model does not drop a wing B. Left wing drops C. Right wing drops	A. No adjustment required B. Add weight to right tip C. Add weight to left tip
6. Side Thrust	Fly model away from you into any wind. Pull it into a vertical climb (watch for deviations as it slows down).	A. Model continues straight up B. Model veers left C. Model veers right	A. No adjustment needed B. Add right thrust C. Reduce right thrust (move thrust line left)

7. Up/Down Thrust	Fly model on a normal path into any wind. Parallel to strip, at a distance of around 100m from you (elevator trim should be neutral as per test No.3). Pull into a vertical climb & neutralize elevator.	A. Model continues straight up B. Model pitches up (goes towards top of model) C. Model pitches down (goes towards bottom of model)	A. No adjustment needed B. Add down thrust C. Reduce down thrust
8. Tip Weight (fine adjustment)	Method 1: Fly model as per test No.6 and pull it into a reasonably small dia. inside loop (1 loop only). Method 2: Fly the model as per test No.6 and push it down into an outside loop (1 loop only & fairly tight).	A. Model comes out with wings level B. Model comes out right wing low C. Model comes out left wing low	A. No adjustment needed B. Add weight to left tip C. Add weight to right tip
9.(a) Aileron Differential Method 1:	Fly the model towards you, before it reaches you, pull it up into a vertical climb. Neutralize controls, then half roll the model	A. No heading changes B. Heading change opposite to direction of roll commands (ie. heading veers to models & your left after right roll). C. Heading changes in direction of roll command	A. Differential OK B. Increase differential C. Reduce differential
9.(b) Aileron Differential Method 2:	Fly the model on a normal pass and do 3 or more rolls	A. Roll axis on model center line B. Roll axis off to same side as roll command (ie. right roll, roll axis off right wing tip) C. Roll axis off to opposite side of model as roll command	A. Differential OK B. Increase differential C. Reduce differential
10. Dihedral	Fly model on normal pass and roll into knife-edge flight, maintain altitude with top rudder (do this test in both left & right knife-edge flight)	A. Model has no tendency to roll out of knife-edge flight B. Model rolls in direction of applied rudder C. Model rolls in opposite direction in both tests	A. Dihedral OK B. Reduce dihedral C. Increase dihedral
11. Elevator alignment (for models with independent elevator halves)	Fly model as in test #6 and pull it up into an inside loop. Roll inverted and repeat the above by pushing it up into an outside loop	A. No rolling tendency when elevator applied B. Model rolls in same direction in both tests C. Model rolls in opposite direction in both tests	A. Elevators are in correct alignment B. Elevator halves misaligned. Either raise one half or lower the other half C. One elevator half has more throw than the other (model rolls to the side with the most throw). Reduce throw on one side or increase throw on the other
12. Pitching in knife-edge flight	Fly model as per test no. 10	A. There is no pitching up or down B. The nose pitches up (the model climbs laterally) C. Nose pitches down (model dives laterally)	A. No adjustment needed B. Alternate cures: 1. Move the CG aft 2. Increase wing incidence 3. Add down trim to ailerons C. Reverse the above

FOR SALE

PHOENIX TIGER low wing complete with OS 46AX engine, 4 servos and battery. In excellent condition, ready to fly and has not flown only 10 flights. **Price €200**

PRECEDENT FUNFLY , mid wing in prime condition, complete with a brand new OS 40 LA. Midnight Blue, 4 servos and battery **Price € 190**

CORONA Conversion kit for 2.4ghz with module to fit JR388S Tx plus 2.4ghz RX and aerial **Price €30**

In case of interest please contact member Nickie Mizzi direct on mobile 79706534

WANTED

2 ,4 GHZ Transmitter good condition under €100—please contact DAVID STELLINI on davste93@gmail.com or 79954701



POSTAL ADDRESS

MMAFA PO Box 22 Balzan BZN1000

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

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