

EAA 723



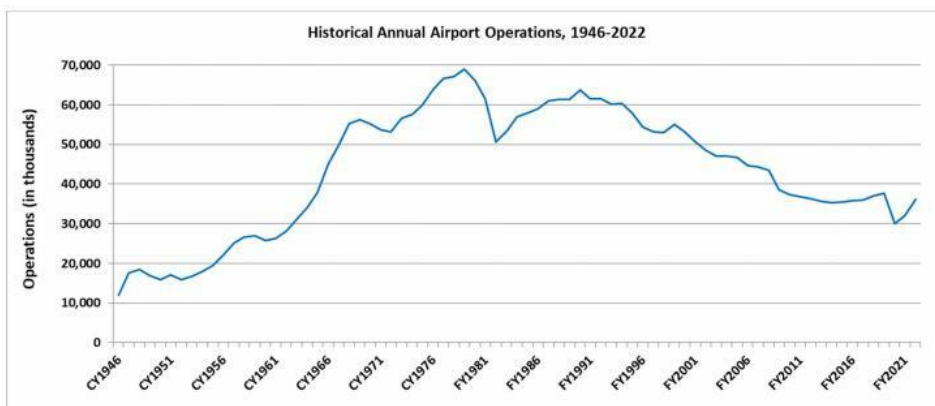
Message from the chapter President

I was browsing through the FAA's website the other day, and I came across interesting statistics that I wanted to share with you.

The historical data for annual airport tower operations for 1946-2022 shows that airport operations in the US peaked in 1979 at 69m. Whereas

in 2022 the operations were at 36m. This decrease was mainly due a decrease in general aviation (GA) operations which fell from 51.7 million in 1979 to 15.2 million in 2022.

Most folks attribute this to the increase in flying cost.



I think organizations like EAA, and the EAA local chapters are good places to meet local flying buddies to share the experience and the cost. We members of the chapter 723 can help to promote aviation in general and help our local public access to this great resource.

This Saturday, we are having our second annual summer BBQ event to celebrate KCMA and share our experience with our fellow pilots & enthusiasts.

We appreciate everyone's help to participate and make this event fun. In addition to great food, we also have a great local band performing the best songs of 1970's R&Bs, 'Steely Dan', and other fun funk jazz music.

I look forward to seeing you this Saturday at 10:00. I also look forward to see Ernie & Chris dancing to the music!

Fly safe,
Ali Moghaddas, CFI



Safety Corner

Loose iPad Jams Pilot's Trim Wheel, Leading To An Emergency Landing

The following NASA ASRS report which details a jammed trim wheel leading to an emergency landing. This experienced crew was flying a light corporate jet...

Upon descent, between four thousand and ten thousand feet, an annunciation "Master Caution" illuminated with "AP Mistrim" illuminated. After the Master Caution switch was pressed the annunciation extinguished shortly after. The Captain (flying pilot) pressed and held down the AP disconnect button, disconnecting the AP. He then tried to manually trim the aircraft and the elevator trim wheel was jammed and would not move.

At this point, the first officer; non-flying pilot declared an emergency, request ground equipment to be standing by. The Captain landed the aircraft safely and we taxied to the FBO. After deplaning the aircraft, the Captain went back in the aircraft to troubleshoot the problem with the power ON. First with the electronic trim then manually. Upon doing so the Captain noticed something was moving underneath the trim wheel. During the descent, an iPad got lodged.

To prevent this from happening in the future, one may want to use side pockets, or a knee pad.

Have you ever dropped your iPad in the cockpit? What would you do if this happened to you?

What should you do if your trim is jammed? First, transfer the flight controls to another pilot (when able) and try to locate any FOD in the cockpit. Before continuing to test the trim, follow your emergency/abnormal checklist. If you continue trimming, you may stick the controls in a progressively worse, unrecoverable state.

You'll have to fly using more manual force than you may be used to. If you're stuck with too much nose-up trim, in some airplanes, flaps may help lower the nose as the aircraft flies at a lower AOA.

Danger of FOD in the Cockpit

We've all heard the dangers of FOD on the runway. The posters of FOD debris and damage are a common sight in FBOs and flight schools across the country. But how about in the cockpit? Do you strap down all of the luggage? How about your flight bag and your

There's a lot that can come loose and interfere with flight controls, even your EFB. Thankfully, this iPad didn't manage to disable something as critical as the elevator or ailerons. If you can use a solid mount or kneeboard, that's a much safer alternative than holding your iPad freely.

Have you ever had FOD in the cockpit or a jammed trim system?



Chapter 723 's new back saving device! Used but in very nice condition to do the heavy lifting.



Hangar Happenings: BY DOUG WAGNER

The hangar has some more room since we sold the Grumman airplane and some tools that were donated to the chapter. We have a few more worktables thanks to Robert Appleford and his helpers.

The London Cab that was donated last month has been sold to a local guy. He plans on using it for weddings and other functions.

We got a fork truck to replace the old hand powered one we sold.

Builder activities:

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- Tim Patrick has the Red Savannah. Tim has his conditional inspection completed and had sent one of his electronic boxes to the factory to see why he is not getting weather on his system.
- Doug Wagner with the EZE has been working the fuel systems and getting close to doing fuel flow test.
- Mike Fountain with the Quickie 2is hooking up the rebuild engine and installation. He is looking at ways to improve the brakes. He is trying to get help with fiberglass work.
- Andrew Freesh and dad Bill are building the Spitfire. They have painted many of the wing components and other items. Andrew got his Fly Baby inspected and is flying it.
- Jay Hansen has been working on his plane and doing some flying.
- Andy Barkin is looking at getting rid of his projects since he has little time to work on them.
- Wayne King with the Zenith is working on the spar and other components. I see he is making progress. Looks good. He is adding some parts to the wing to stiffen up the ribs.
- Tom Swires is working on his wings and landing gear. Tom has the landing gear attached and is now able to move the airframe around the hangar. Nice work being done.

Aviation Explorer Post

Robert Appleford provides a review of our Aviation Explorer Post.

Aviation Explorers Report

Everything went extremely well today, despite not flying the young eagles due to the weather, explorers helped with multiple events, airplane building, tours of the facility and taking groups of kids over to the museum, flight simulator and puts the kids in planes with all the controls on. Staff and explorers shirts handed out, vending machine and explorer locker keys are in a mail box. Shawna can sign everyone off for that. Mike Adams got all the audio and video working seamlessly. Let's start working on a sponcer for the post. Helicopters. Social media has started, as we have the cameras live and are being linked to YouTube. Another explorer joined today. Any other thoughts or suggestions, let's keep the energy going.

Thanks all.

Robert



New Young Eagles signage at the cafe.

Look at this majestic project
made by Jim Peters. Yes , a radial



Chapter Information

Chapter Board

President: Ali Moghaddas

Vice President: Robert Appleford

Treasurer: Barbara Filkins

Secretary: Dawn Maloney

Directors:

Jim Peters

Alan Gurewitz

Ron Hirsty

Check Out and Explore our New Website. EAA723.org

- **There are several pages of interest.**
- **Young Eagles Page and Events**
- **IMC Club and Schedule.**
- **Aviation Explorer Activities**
- **Follow Events and Blog Pages.**

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JUNE

8



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