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- NTSB Report

SAFETY CONCERN

During a practice ILS, in VFR conditions, the G/A pilot failed to make radio contact with SBP tower until near HASBY.

Tower was able to alert the departing SAAB.

UPDATE your E-Mail address.

Please send an email to:
slolaw@yahoo.com
to update your address.

Mandatory Adventure

by Rick Etzler

The Grey Whales we hear about passing our central coast (south to Baja and North to Alaska) can be seen playing in lagoons on the Pacific Coast of Baja , MX. The whales go to these lagoons in the winter to have their babies. They spend about a month in the lagoons swimming around while the babies get fattened up for the swim to Alaska ...and the moms and pops work on next years crop.

Access to the lagoons is strictly controlled, but you can hire a guide and boat and have a real adventure seeing these huge animals up so close you can reach out and pet them.

We did our whale adventure at Laguna San Ignacio which is south of the other popular whale watching lagoon..at Guerrero Negro. We flew to Loretto to do the Mexico customs etc. check in, get some gas and then to Mulege where we stayed at the Hotel Serenidad . So we stayed on the east side of Baja at the most popular fly-in place in Mexico and flew straight across to Laguna San Ignacio on the west coast for the whale watching. There were 42 planes at the Hotel Serenidad strip on Saturday night (must be popular) !

The strip at Laguna San Ignacio is open only during the whale-watching season, which I think is January to April. There were close to 20 planes at the Laguna strip. From there you take a pickup or van to one of the whale camps. We used Johnny Friday / Maldo's Baja Adventure Co for our trip. Maldo is the President of the local association that oversees the whale watching at this Lagoon. He was the captain of our panga boat which is what they all use for the whale watching and which is about 15' long 5 feet wide and has 2' of free board...so it is easy to reach out and touch the whales...they are Very Friendly and will swim up to your boat.

We saw all types of whale activity including mating, spy hoping, breaching, blowing and close up petting ...all in 2 hours.WHAT AN EXITING SIGHT!!! AND SOUND!! You can hear them breathing and breaching. The mother whales look to be about 40 feet long and the babies? Are 15 feet long?

You can stay over night at the whale camps & have your fresh fishmeals there too.

Baja Adventure is one of the whale camps and they have a web site you can check out and look at links to whale pictures that will give you a real feel of how close you get to the whales...www.bajacotours.com

SUMMER BBQ Sunday, July 22

SLOPOA Member **Chris Daman** has graciously offered the facilities at **Varian Ranch** for our summer get together.

Swim, play tennis, or just relax and enjoy the surroundings.

"Phil's Catering" will do the cooking

Mark Your Calendar -----MORE LATER!

CALENDAR

April 3rd - Tues - 7PM SLOPA Board Meeting- Cal Coast Flyers offices
Apr. 4th - Wed. 6:30-8:30 - Avionics seminar @ San Luis Avionics - Hangar #37

How About a Fly-in to Catalina Island for Lunch?

If you're interested send an e-mail to slolaw@yahoo.com
or make a phonecall to 471-1189

SLOPA Board and Officers

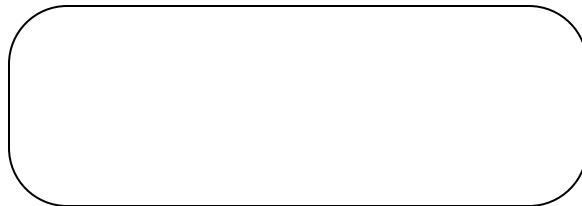
David Darbyshire - Pres.	471-1189	slolaw@yahoo.com
Robert Tefft - VP	772-1733	Doc4tots@aol.com
Elizabeth Dinan - Board	541-1038	
Oscar Bayer - Board	489-0915	
Rick Etzler - Chairperson	489-8470	fastbird@thegrid.net
Dick Girard - Treasurer	995-3933	
Tricia Brimhall - Secretary	544-4468	tbrimhall@tcsn.net

Propwash is published monthly and mailed to SLOPA members and to local aviation agencies. Members are welcomed and encouraged to submit articles and photos for publication. Submissions should be e-mailed to D.Darbyshire, mailed as typed text to PO Box 292, SLO, Ca. 93406-0292, or given to a SLOPA Board Member.

Address Correction Requested

Propwash

San Luis Obispo Pilots Association
P.O. Box 292, San Luis Obispo, Ca. 93406-0292



From Pat Duncan - Fueling Safety Study

I am in process of researching and preparing a syllabus for an upcoming pilot seminar on "Fueling Safety". In the course of gathering information and statistics on fueling accidents and incidents I decided to contact the editors of the popular AvWeb.com website who have a "Question of The Week" survey feature they post for pilot/reader input and comments.

I suggested that AvWeb survey pilots about the good, bad and ugly of...."AIRCRAFT FUELING". There were actually three questions about fueling involved in the suggestion...A) How often do you fuel your own aircraft, B) Have you ever had a fueling incident, and, C) If you have had a fueling incident/accident....what was involved?

AvWeb was kind enough to use my suggestion for this weeks "Question of the Week" survey. There are some very interesting and disturbing statistics and comments being generated by these questions. I thought you might be interested in checking the voting response and comments.

Survey comments and answer statistics tend to illustrate more than ever that fueling competence and safety are a significant area of concern. NATA has a new "Safety First" program designed to help participating fueling vendors/FBO's train and standardize fueling personnel and procedures.... however this doesn't help the pilot who elects to do their own fueling or worse yet "has" to fuel their own A/C due to increasing trends for installation of self-service fueling units.

Ground instructors, CFI's and pilots themselves need to be participate in this educational need in order to reduce the currently high occurrence of fueling accidents/incidents as well as to head off any new "self-fueling" incident trends.

Go to www.AvWeb.com/qotw/ which will take you directly to the AvWeb survey site....or if you subscribe to AvWeb's weekly AVFLASH and received Thursday's AVFLASH (3-15-2001)....you can go to the "Question of The Week" section near the end of today's AVFLASH issue and click on the "qotw" hot link and that will take you to the above survey site.

Another interesting aspect of this AvWeb feature...is the ability to review statistics and comments to all previous "Questions of The Week" which can be helpful if you are researching information on an aviation issue that AvWeb may have surveyed. Check the left column on the survey site for previous AvWeb survey subjects. Just click on any subject to review the results.

Stay upright and level....

Regards,

B-17 & B-24 Fly-in for SBP

Update Information: Mr Bob Dickson phoned to say that the Collings Foundation will be bringing the bombers to the West Coast in May 2001 and that the date is not set yet for SBP. Bob can be reached at 772-5017.

FYI- The B-17 is painted as the "Nine-O-Nine" and the B-24 is painted as the "Dragon and His Tail" to honor the Pacific theater vets.

www.collingsfoundation.org

SLOPA Board Minutes for March

No March meeting was held due to weather and scheduling problems. The treasurers report provided by Dick Girard shows a balance of \$2414.58 for Feb. 24, 2001. The next Board Meeting is set for Tues, April 3rd, 2001 at Cal Coast Flyers.

LOCAL UPDATES

King Air at Air San Luis

Al Yecny, of Air San Luis, now has a Twin-Turboprop King Air available for charter services.
Contact Air San Luis at 541-1038

TCAS for the masses

A pilot & SLO Co. resident, Mr. Sid Adams, contacted SLOPA and asked to put out the word to local pilots that he has researched an affordable "TCAD" system. Sid states that a Mr. Monroy, formerly of Allied Signal, developed the ATD-200 TCAD system based upon his work on the airline's versions from Allied Signal. Mr. Adams states he wants to get a group of pilots together to get a better price on these units. The ATD-200 starts at \$795 per unit, but goes down to \$599 each with five or more purchased. - Contact Mr. Sid Adams at 544-4935

FYI - NTSB Report : Accident occurred Monday, January 15, 2001 at San Luis Obispo, CA
Aircraft:Cessna T210L, registration: N2508S Injuries: 3 Uninjured.

On January 15, 2001, at 0730 hours Pacific standard time, a Cessna T210L, N2508S, and a Cessna 310, N890GR, collided on the ground in the run-up area for runway 29 at San Luis Obispo Airport, San Luis Obispo, California. Both airplanes sustained substantial damage. The Cessna T210L was operated by the private pilot/owner, who was not injured, as a business flight under the provisions of 14 CFR Part 91. The Cessna 310 was rented by a commercial pilot for a business flight under 14 CFR Part 91, and neither he nor his passenger were injured. Visual meteorological conditions prevailed and both airplanes were preparing to depart. The Cessna T210L pilot had filed an IFR flight plan to Pomona, California, and intended to receive his clearance airborne. The Cessna 310 pilot intended to fly VFR to Santa Monica, California, and no flight plan was filed.

Both pilots were interviewed by Safety Board investigators. The pilot of the taxing Cessna T210L stated that the morning sun restricted his vision to the point where he could not see in front of the airplane and he never saw the Cessna 310 in the run-up area. The pilot of the Cessna 310 stated his airplane was stationary and he was looking inside performing prop governor checks and at the last second saw a "white flash" in the corner of his eye.

The right wing of the Cessna T210L was severed approximately 6 feet inboard of the wingtip when it contacted the right propeller of the Cessna 310. The Cessna 310 suffered damage to the right propeller, engine, and right wing fuel tank.

Members Businesses

Air San Luis *	541-1038
Brooks Woodcraft	544-2505
Cal Coast Fuels*	545-9569
Cal Coast Flyers Inc.	544-4468
En Vision Optometry *	542-0700
Executive Aero Club	783-2359
Marc Air Charter	782-8111
San Luis Avionics*	783-0430
Silva Avionics -	545-9194

* SLOPA Discounts Offered

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