

From: [REDACTED]
To: [REDACTED]
Subject: 1/28/19 at KOKB
Date: Thursday, February 14, 2019 12:53:44 PM
Attachments: [image001.png](#)

Hi Scott,

Joey asked that I send over a statement regarding the evening of 1/28/19 at KOKB.

Another pilot and I had booked a 172 to fly, just to log some approaches between Carlsbad and Oceanside. We arrived at OKB at approximately 1940. We walked to the aircraft, which is mid-field, and started to pre-flight. We had both been checking the weather at OKB and CRQ leading up to our arrival, and reports were generally decent visibility and ceilings of a few thousand feet (~3000-4000') BKN – weather we considered safe enough for our plans. However, as we were pre-flighting, we noticed a significant amount of condensation on the aircraft, as well as low-level fog rolling inland from the west, which led us to call for the latest ASOS, as our apps were reporting data that was 60+ minutes old. At that point, now 1947 (see attached screenshot), the ASOS was 1 ¾ SM visibility with ceilings of a few thousand OVC, with temperature 10, dewpoint 10. We noticed another aircraft coming in to land, who seemed to do so with no problem, as the east was still more clear. They came in for a full-stop, taxi-back, and we decided to watch them depart to give us a better idea of conditions to the west upon departure from RWY 24. At that point, it appeared to be about ½ SM before they were submerged in the fog at about 400-500' AGL, and they could only be seen by their nav lights. Taking everything into consideration, we decided not to fly as the risk was beyond our comfort level. With the fog continuing to develop toward the field, as well as around the airport in general, we tied the plane back down. We remained outside at the airport until approximately 2005, and weather continued approximately the same. Even driving away from OKB, eastbound on SR-76, there were patches of fog for about 5 miles (see attached image taken at 2005).

Let me know if you had any other questions.

Thanks,

Sarah Kwidzinski

Sales Manager

OFFICE [REDACTED]

MOBILE [REDACTED]

EMAIL [REDACTED]

Carlsbad, CA 92009





From: [REDACTED]
To: [REDACTED]
Subject: 1/28/19 accident at OKB statement
Date: Thursday, February 14, 2019 1:24:31 PM

Good afternoon Scott,

Joey reached out and said you'd like a statement from Sarah and I. I know she sent one over and included two pictures I had sent, but I didn't know if you wanted a separate one from me as well.

We had been planning to fly at OKB all day and the weather was forecast to be acceptable for what we wanted to do - a short hop over to CRQ for pattern work and a return back to OKB. I arrived at OKB about 1935 and met Sarah who was already there. We reached the plane about 1940 and began to preflight it. Both of us could see that a fog bank was to the west of the airport. Additionally, the plane was wet with condensation.

Around this time a Cessna 172 landed on runway 24. We could see his lights from fairly far out - I would estimate a couple of miles when we originally noticed him. The 172 landed and back-taxiied to runway 24 before departing again. While this was happening I called the OKB ASOS at 1947 (Sarah sent the photo of this). The minute-weather stated the visibility was 1 and 3/4sm with the temperature and dewpoint both 10. I do not recall the exact ceiling but it was not particularly low, 2-3000 feet I believe. This was substantially worse than the METAR which was approximately an hour old. We discussed this and watched the 172 depart. Shortly after departure and approximately one half mile west of the airport it disappeared into the fog bank.

Seeing this and expecting the conditions to worsen, we elected to terminate our flight, secured the airplane, and walked back to our cars. We talked in the parking lot for approximately 10 minutes, during which time the fog bank continued to move in from the west, eventually enveloping the entire airport. At 2005 while sitting at the traffic light at Airport Road and Highway 76 I took a picture to send to my fiance showing the foggy conditions, which was also included with Sarah's email. Traveling down Highway 76 eastbound, there was intermittent thick fog for a few miles before it finally cleared up.

If I can provide any more information, feel free to contact me.

Zachary Smith
[REDACTED]