

## Suffern Paul

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**From:** [REDACTED]  
**Sent:** Thursday, February 14, 2019 3:54 PM  
**To:** [REDACTED]  
**Subject:** 1/28/19 at KOKB  
**Attachments:** [REDACTED]

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,

