



– FUN DESTINATIONS –
NRI Flying Club Inc.

Skylane 21348 Goes to San Luis Obispo – by Connor Marston 4/8-4/9/2023

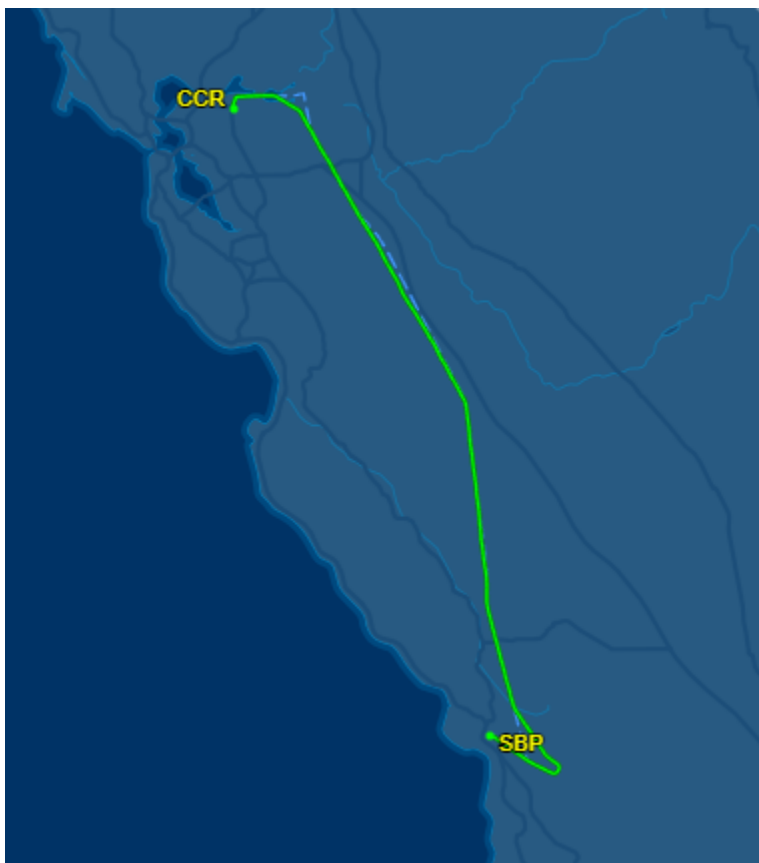
Hello NRI members. To the Board, Chuck, and the members who do such a great job maintaining our planes thank you! It is a real pleasure having access to safe and comfortable planes.

KCCR→KSBP

METAR: KCCR 081953Z VRB06KT 10SM SCT035 SCT090 17/10 A3012 RMK AO2 SLP185 T01720100

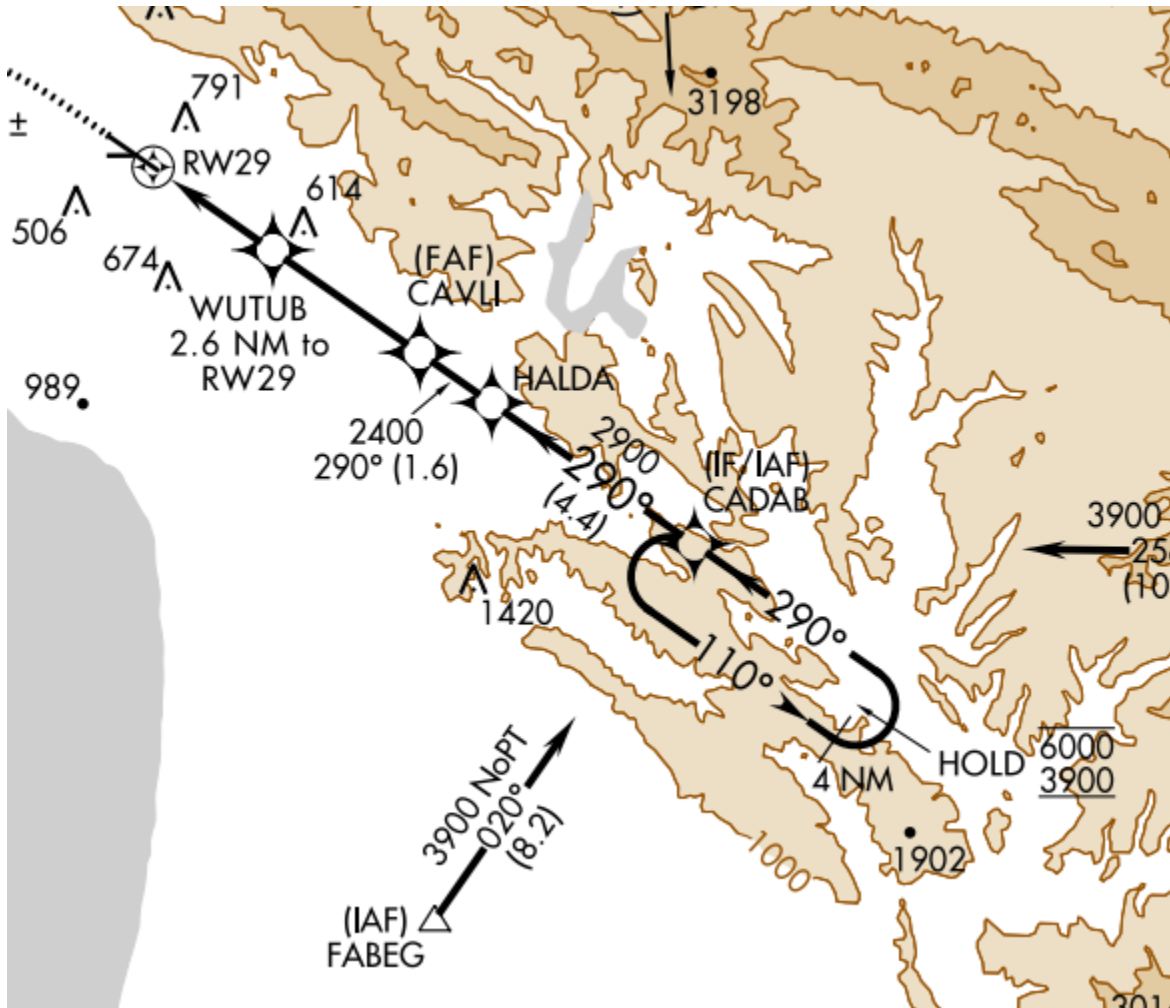
ROUTE: BCHN2 PITTS V108 OAKEY PXN PRB

CLEARANCE: "Cleared to SIERRA-BRAVO-PAPA via Buchanan Two departure PITTS transition then as filed. On departure climb 4,000 expect 9,000 10 minutes after departure. Frequency 119.9. SQUAWK XXXX."



We took off at 1:35pm Saturday April 9th. The winds were light and RWY 32 was in use. As we leveled off at 9,000 somewhere near Stockton or Modesto I could see the cloud deck about 1,000 feet above us. Interestingly, the OAT according to the plane's gauge was just about 5C. During flight planning, I had checked the freezing level reports. Forecasts had said the freezing level in the Bay Area was somewhere around 10,000 or 11,000 feet. I was glad to see this cloud deck disappear as we continued flying down the valley. En route, we were given "DIRECT Panoche VORTAC."

Somewhere between Panoche (PXN) and Paso Robles (PRB) we were handed off from NORCAL Approach to Oakland Center. We were unable to hear the ATIS for KSBP until we were very close, as the mountain ridge near the coast probably blocked the radio waves. I asked the center controller which runway was in use at KSBP. She was happy to check in with them and provide me with the information. Also, the SQUELCH feature on COM-2 that Zsolt had showed me was helpful. By pushing IN the volume knob, in SQUELCH mode I could make out the ATIS farther out. To exit this mode, just push IN the volume knob again. Once we confirmed RWY 29 was in use, we requested the RNAV RWY 29 approach and were given direct CADAB.



Direct CADAB we were handed off to Santa Barbara Approach. We were given radar vectors for spacing. After a final radar vector towards the final approach path we cleared "N21348 in your turn, when able DIRECT CADAB, cross CADAB at or above 3,900, cleared RNAV RWY 29 approach."



(KSBP RWY 29 - Highlighted Taxi Path to ACI Jet)

After landing and departing the runway, we momentarily switched over to the ACI Jet FBO UNICOM and let them know we had arrived.



(ACI JET - Stock Photo)

Several days before departing, I had called ACI Jet to ask about prices. The ramp fee is waived if you top off on gas. There was a \$20 overnight fee. We were able to reserve a rental car during the initial phone call. ACI Jet only uses Enterprise car rentals. At the nearby Budget car rental a short-moderate walk away daily rate online was about \$80. The quoted Enterprise rate was \$120. We opted to use the Enterprise/ACI Jet service as the car is delivered to the FBO, and you can return it there as well. The ACI Jet FBO was so clean! And free snacks!



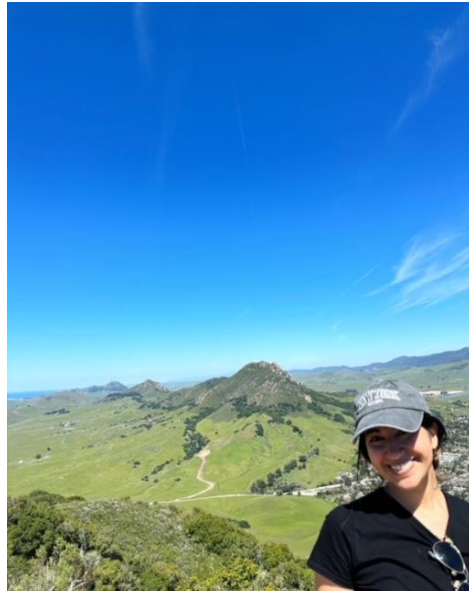
(Grounds behind Spyglass Inn)



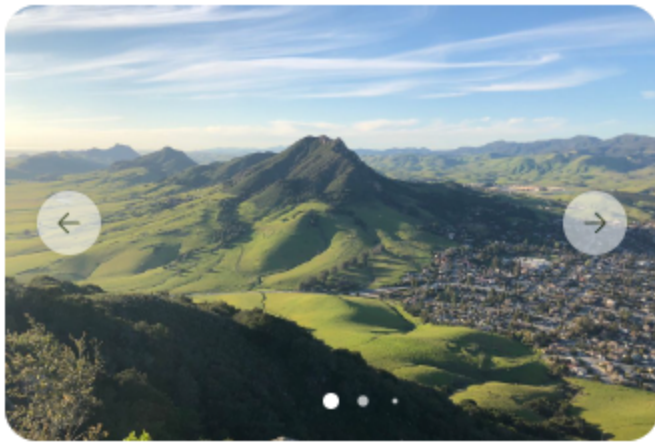
We drove about 10 minutes to get to our hotel, the Spyglass Inn. All of the hotels in Avila Beach, Shell Beach and Pismo Beach were exorbitant (\$300-500 night). We opted to cough up the cash, and stayed at the Spyglass Inn because the grounds and views were nice and it was less crowded than Pismo Beach proper. Our total reservation came out to around \$350. We were able to use the walkway path and stairs behind the hotel to access the beach and tide pools below.



(Tide pools near Shell Beach).



Sunday morning we woke up early and grabbed coffee at Kraken Coffee near the Pismo Beach pier. We then did a nice hike starting from San Luis Obispo up to the top of Cerro San Luis Obispo. This was a moderate difficulty hike. It could be done with kids, but you probably need to bribe them with candy or a picnic if they make it to the top.



Moderate • ★ 4.6 (1337)

#4 - Cerro San Luis Obispo Trail

Charles A and Mary R Maino Open Space

Length: 3.9 mi • Est. 2h 4m

After our hike we stopped by San Luis Obispo downtown and grabbed food to go at Seeds, a brunch and breakfast joint. They make panini style sandwiches, smoothies and iced coffees. Sandwich with a side of salad was around \$15 (jeeez). But food was great. We took our packed lunch to Avila Beach Park. A beautiful beach and park area where you can walk the beach, play basketball, grill food etc.

KSBP→KCCR

METAR: METAR KSBP 100056Z 31011KT 10SM CLR 21/11 A3006 RMK AO2 SLP178 T02060106

ROUTE: PRB PXN MOD OAKEY

CLEARANCE: "Cleared to Concord Airport via CREPE THREE departure, Paso Robles transition, then as filed. On departure climb 4,000 expect 8,000 5 minutes after departure. Frequency 127.72. SQUAWK XXXX."

The flight home was uneventful, but I did have a nice learning moment on the RNAV 19R approach. We were given DIRECT OAKEY after reaching the Paso Robles VORTAC. This was great and saved us much time. I flew the RNAV RWY 19R approach at KCCR. I have been working on loading, but not activating, RNAV approaches in the GTN 750, and then allowing the approach to automatically activate when I select direct to a fix on the approach. This worked well for the RNAV 29 approach at KSBP because I was given ATC vectors and then cleared with a "Direct CADAB" fix instruction. I thought this method would work again, as I was given "DIRECT Rejoy" by NORCAL. I went to the Garmin GTN 750 direct-to button, selected REJOY in the approach segment of the flight plan and thought I was home free! However, Travis Approach started to give me vectors away from REJOY and towards the final approach. I was hesitant to activate "VECTORS TO FINAL" in the Garmin because I didn't want to lose the intermediate fixes, in case I was cleared to those fixes. In hindsight, I should have clarified with Travis that they were giving me vectors to final (and they should have said this at the initial vector, but didn't). This resulted in a last minute scramble of messing around on the GTN 750, activating vectors to final while turning. Not something I'd want to be doing in actual IMC conditions! As Zsolt has recommended to me, I will take this to the Garmin simulator and try out different scenarios to see how the Garmin GTN 750 responds.



(View near the river delta)



(Happy moment KCCR to KSBP)



(Some green rolling hills and wild flowers in spring!)

