Weather Briefing, 20150223, 14 GMT

ATTM showers at the north edge of Edwards are propagating eastward. Some are forming over hilly areas to the northwest of Edwards. Some rain has already fallen at EAFB, though none in the past 3 hours. Expected southwestward movement in the upper level low is expected to induce more shower activity in the afternoon (which is not reflected in the hourly weather graph as yet). Most if not all of this will be in mountain areas, reflecting the elevated heat source there. I hardly need recommend that folks watch the radar as the CST proceeds.

The low moves eastward very late today and tomorrow, eliminating rain chances. Conditions for the range flight look nominal, with some crosswinds (about 10 knots or a bit more) in the early afternoon (NW). Skies should be clear, except for some high clouds in the LA waters (I know we have no plans to go there) associated with blowoff from a tropical convective system.

The upper level low will be replaced by a broad northwesterly flow over the region associated with the East Pacific ridge. Wednesday will see the high cloud from the tropical system pass over our region. The oceanic regions from LA to SF, currently dry at low levels, will moisten up through the week, leading to increased low cloud probabilities by Friday, especially north of Point Concepcion (different from yesterday’s forecast, where I was concerned about high clouds). LA oceanic waters should be relatively cloud free. Some high clouds expected on Friday, especially north of Point Concepcion. Precip probabilities increase late Friday afternoon into Saturday due to a system propagating from the northwest. It is a bit early to try nailing the timing or magnitude of this system (and associated clouds). However, it may be wise to consider a revised flight plan that focuses attention in the southern portion of the current Friday range flight plan. That recommendation is based less on the precip concern, but more on the likelihood of more low clouds late Thursday and Friday in the northern section of the flight plan. Offshore wind components are minimal, especially at the surface. Some offshore component may be found at the 925 and 850mb levels, but flow at low levels is large NNW.