

B C Weather



WEATHER SOURCES

FSS 1-800-WXBRIEF

ASOS / METARS – KSNT, KMYL, KLLJ, KSMN

AOPA/NOAA – Satellite, Radar, Surface, Winds, etc.

NIFC / Faa.gov – TFR's

Noaa Automated Surface:METAR/ RAWS (Remote Automated WX Station)

BLM/USFS – ROMAN Real time Observat`ion and Monitoring and Analysis Network

Web Cam's: Johnson Cr. Flying B, Stanley, McCall, Bogus Basin, MacKay Bar, Sulphur Cr.

Commercial Operators: McCall Air, Arnold Aviation

T-Craft Website – News tab – Bill McGlyns presentations

(click on a site for latest
observations)

METAR

RAWS

SNOTEL

HANDAR

MISC

DOT

APRS/CWOP

COOP

AGRIMET HADS

Current Hazards

Warnings
Local Outlook
NOAAWatch

Current Conditions

Local
Regional
Satellite Imagery
Radar Imagery
Cameras
Reports/Summaries
Rivers & Lakes
AHPS
Drought Info - MT

Forecasts

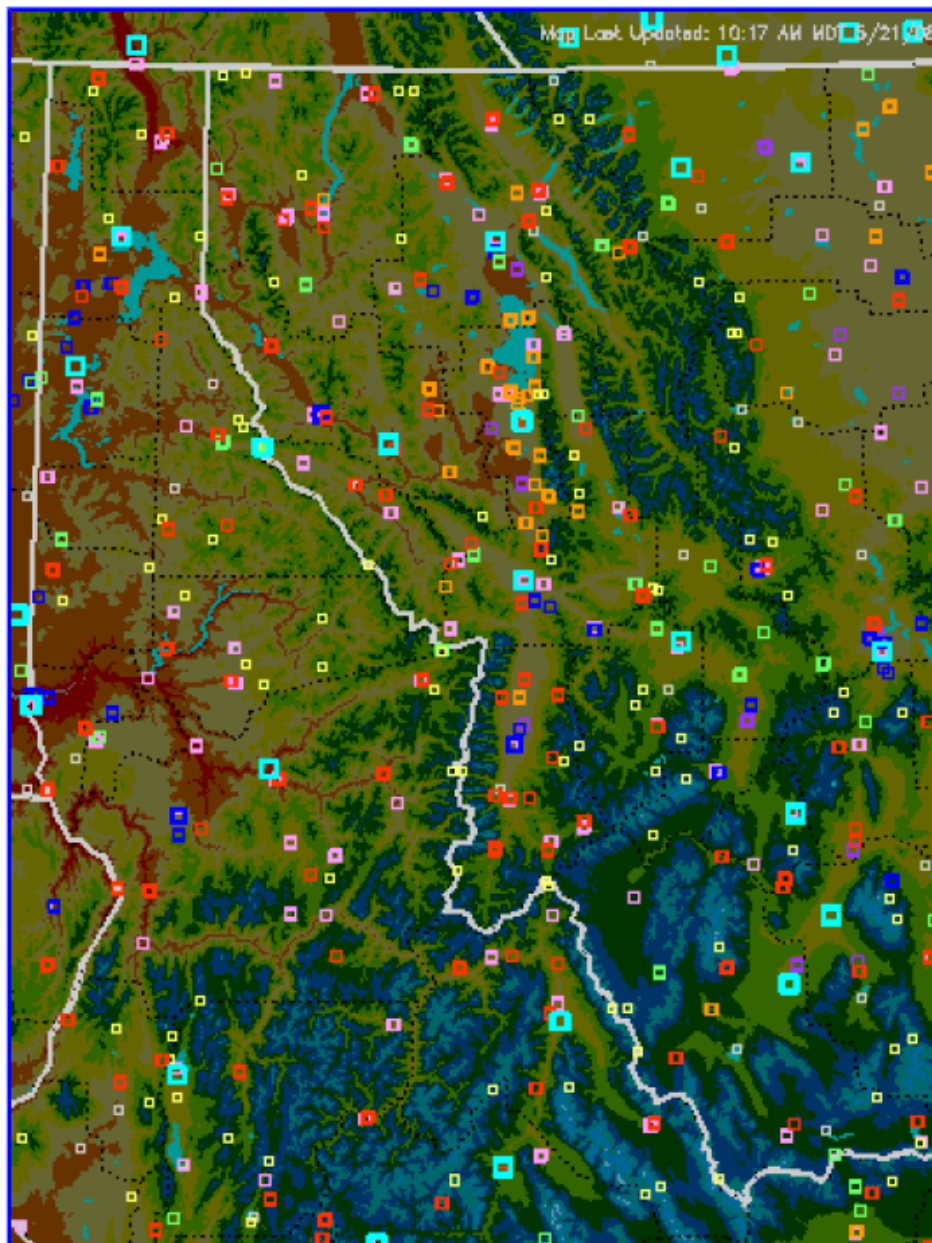
Activity Planner
Forecast Discussion
Current Montana
Text Bulletins
Montana and Idaho
Fire Weather
Hydrology
Avalanche
Aviation
Audio

Climate

Local
National
More...

Weather Safety

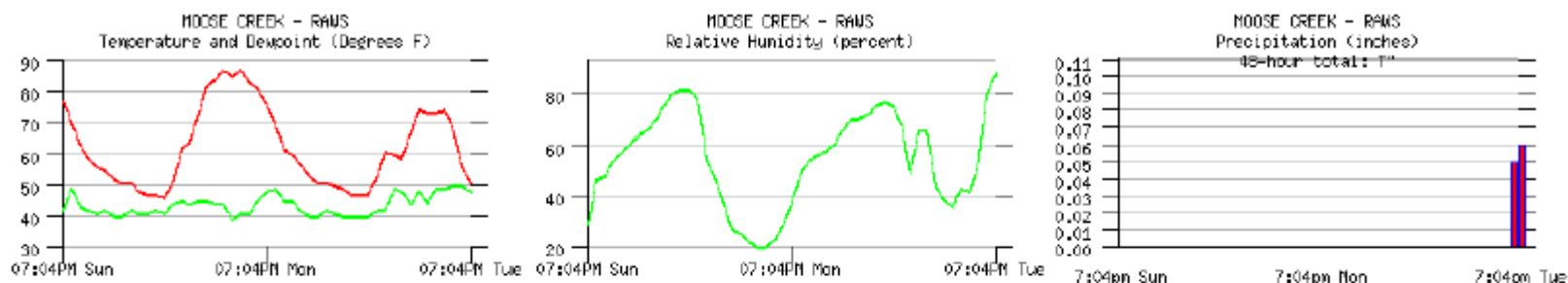
Preparedness
StormReady
Lightning



Moose Cr Raws Data

[Show 7 Days](#)

For Information Regarding the Accuracy of This Data: [MesoWest Disclaimer](#)



Weather Conditions for:

MOOSE CREEK, ID (MOO11)

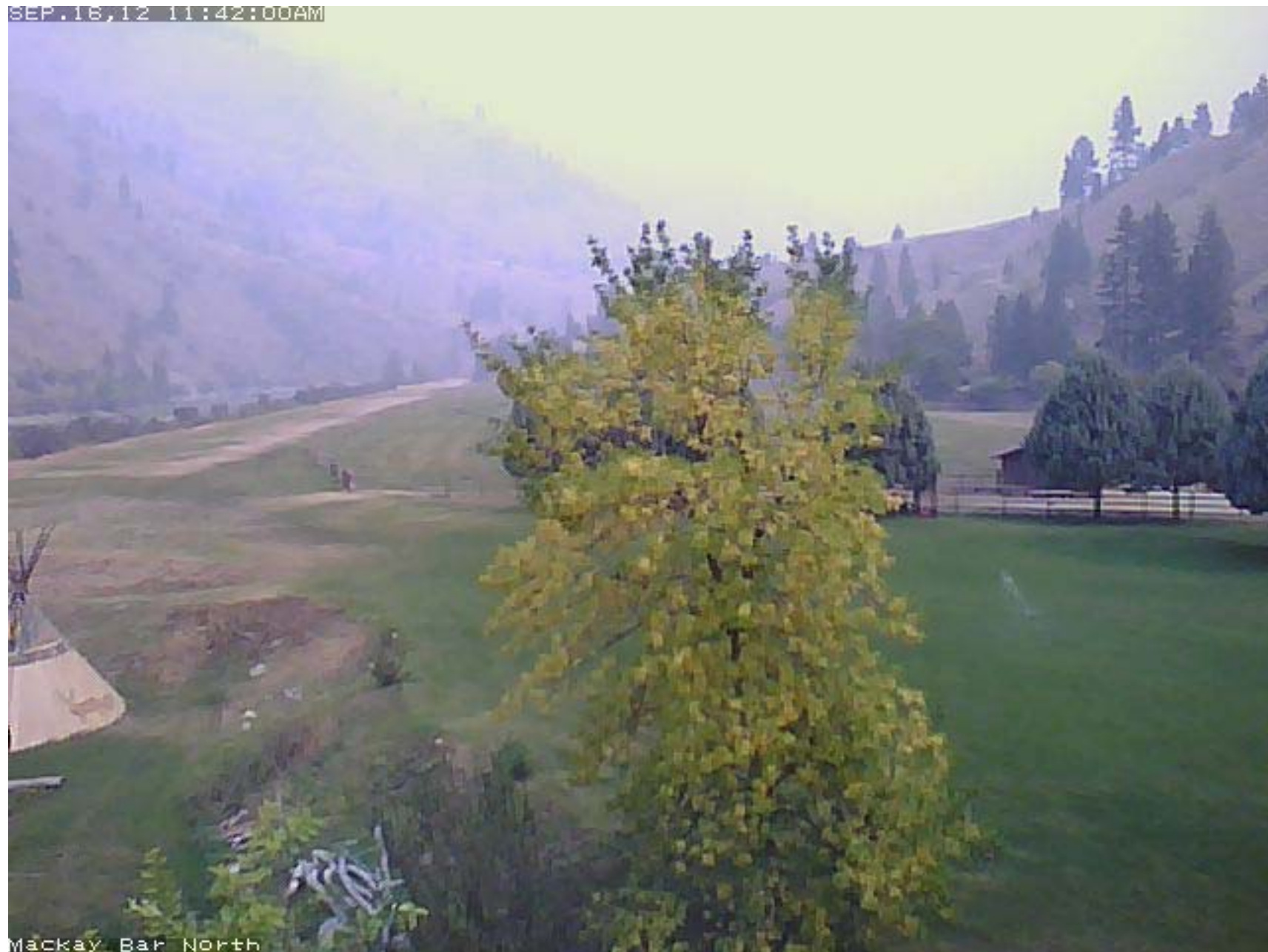
Elev: 2460 ft; Latitude: 46.1283; Longitude: -114.9217

Current time: Tue, 20 May 20:01 pm (PDT)

Most Recent Observation: Tue, 20 May 7:04 pm (PDT)

Time (PDT)	Temp. (f)	Dew (f)	Relative Humidity (%)	Wind Direction	Wind Speed (mph)	Fuel Temp (f)	Solar Radiation (W/m²m)	Solar Pct of psbl	Precip Accumulated (inches)	Precip 1 hour (inches)	Precip 6 hour (inches)	Precip 24 hour (inches)	Quality Control
20 May 7:04 pm	51	48	89	NE	2G18	51	8	2%	10.65	0.06	0.11	0.11	OK
20 May 6:04 pm	56	50	80	NE	1G16	55	12	2%	10.59	0.05	0.05	0.05	OK
20 May 5:04 pm	68	50	52	S	5G18	66	257	28%	10.54				OK
20 May 4:04 pm	74	49	42	SSW	5G22	76	595	53%	10.54				OK
20 May 3:04 pm	73	49	43	S	7G16	76	468	37%	10.54				OK
20 May 2:04 pm	73	44	36	N	5G16	75	654	48%	10.54				OK
20 May 1:04 pm	74	48	39	N	G06	72	459	33%	10.54				OK
20 May 12:04 pm	67	44	44	N	1G06	70	419	31%	10.54				OK
20 May 11:04 am	59	48	66	SE	G05	60	109	9%	10.54				OK
20 May 10:04 am	60	49	66	NNE	1G08	60	115	11%	10.54				OK
20 May 9:04 am	61	42	49	N	3G05	66	269	31%	10.54				OK
20 May 8:04 am	53	42	67	N	G06	51	107	17%	10.54				OK
20 May 7:04 am	47	40	76	NNE	2G06	46	37	10%	10.54				OK
20 May 6:04 am	47	40	77	NNE	G05	44	14	14%	10.54				OK
20 May 5:04 am	47	40	76	NE	G04	44	0	--	10.54				OK

SEP.18,12 11:42:00AM



Mackay Bar North

SEP.16,12 01:37:28PM



Mackay Bar North

SEP.16,12 02:37:28PM



Mackay Bar North

APR.17,13 12:08:00PM



Mackay Bar North

SEP.18,12 11:15:00AM Elise D 5/22/00 0:14 AM



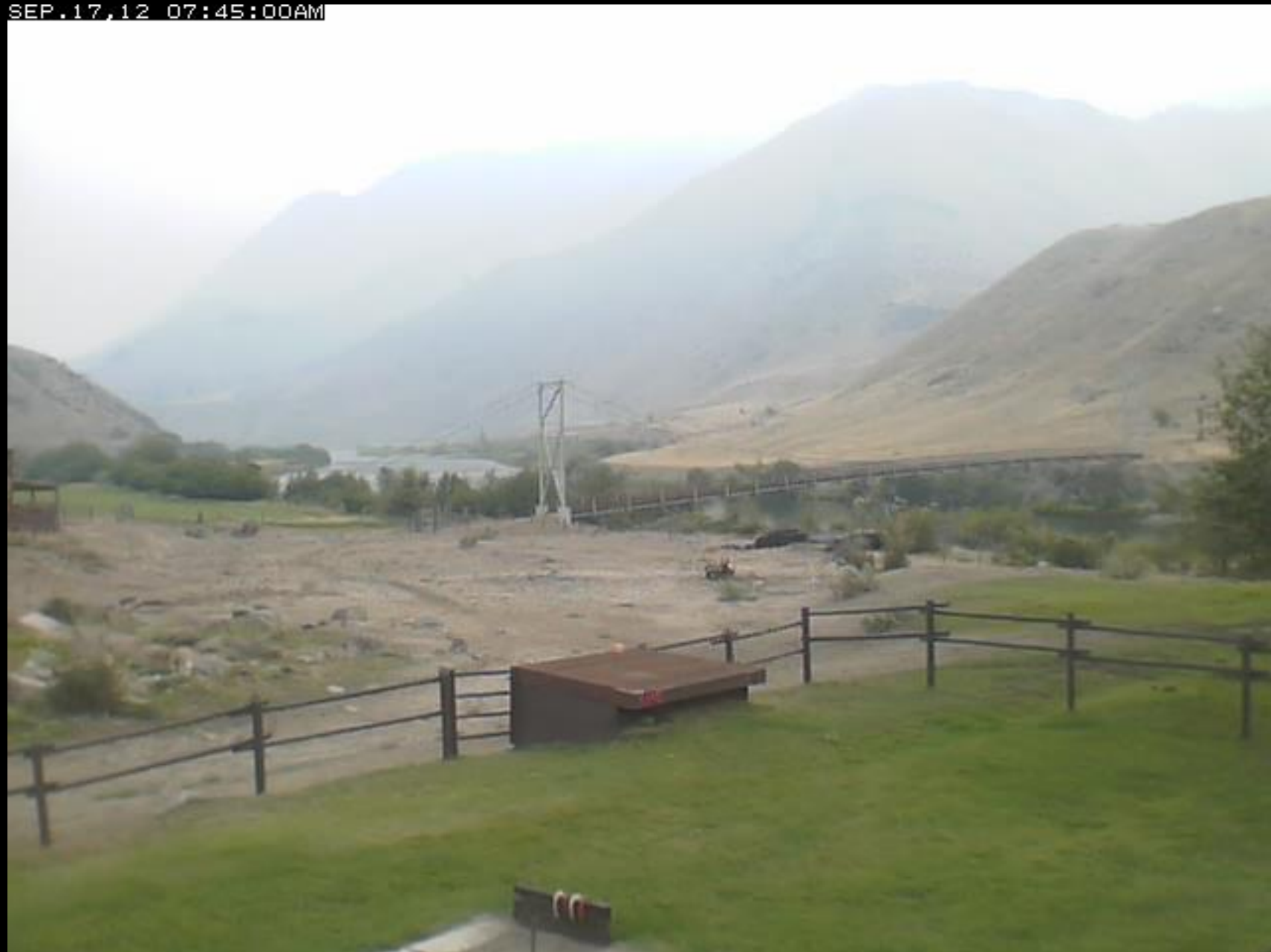
SEP.16,12 02:30:00PM



SEP.16,12 06:00:00PM



SEP.17,12 07:45:00AM



SEP.17,12 01:15:00PM



SEP.17,12 05:30:00PM



APR.17,13 12:00:00PM



Mountain / Canyon Weather

Lift

- Orographic-Mechanical Lift as air flows over Mtns.
- Thermal Lift

Canyon Meteorology - Winds

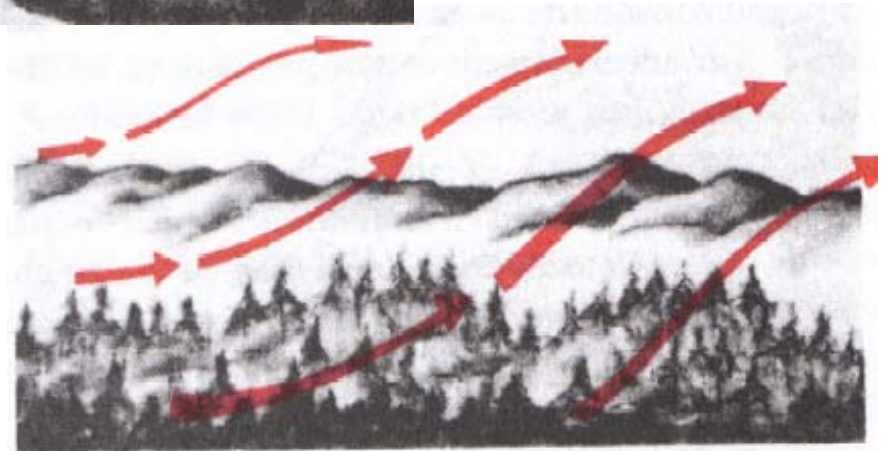
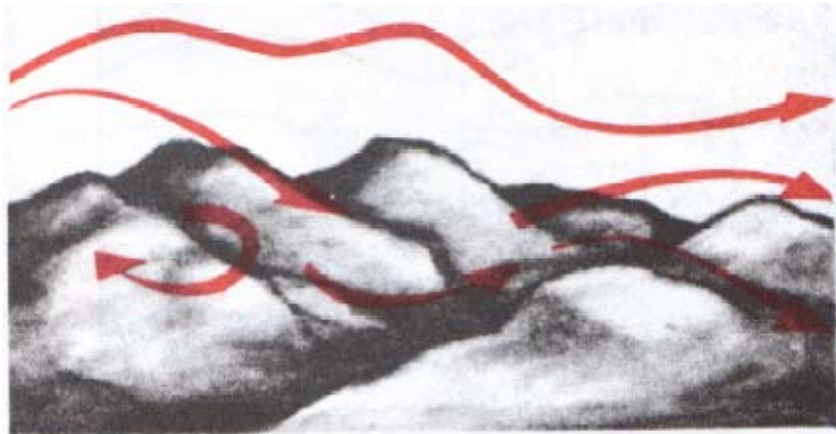
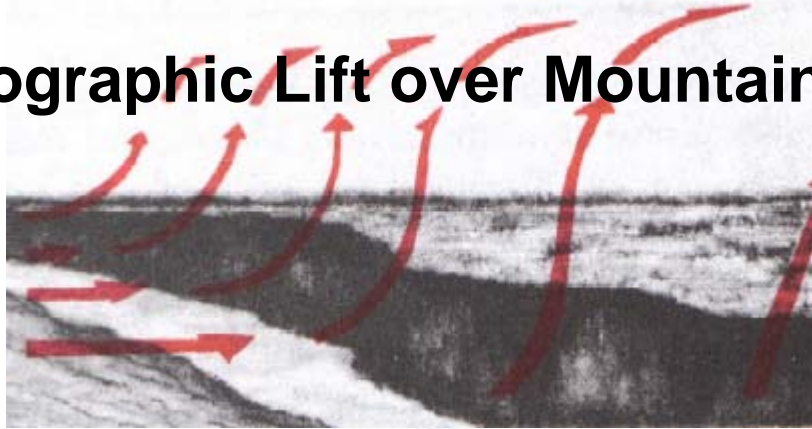
- Diurnal Effect - Flows Up in Day / Down in Evening (some exceptions)
- Convergence Effect – areas of confluence
- Venturi Effect
- Turbulence

Fog (morning canyon fog common after a storm)

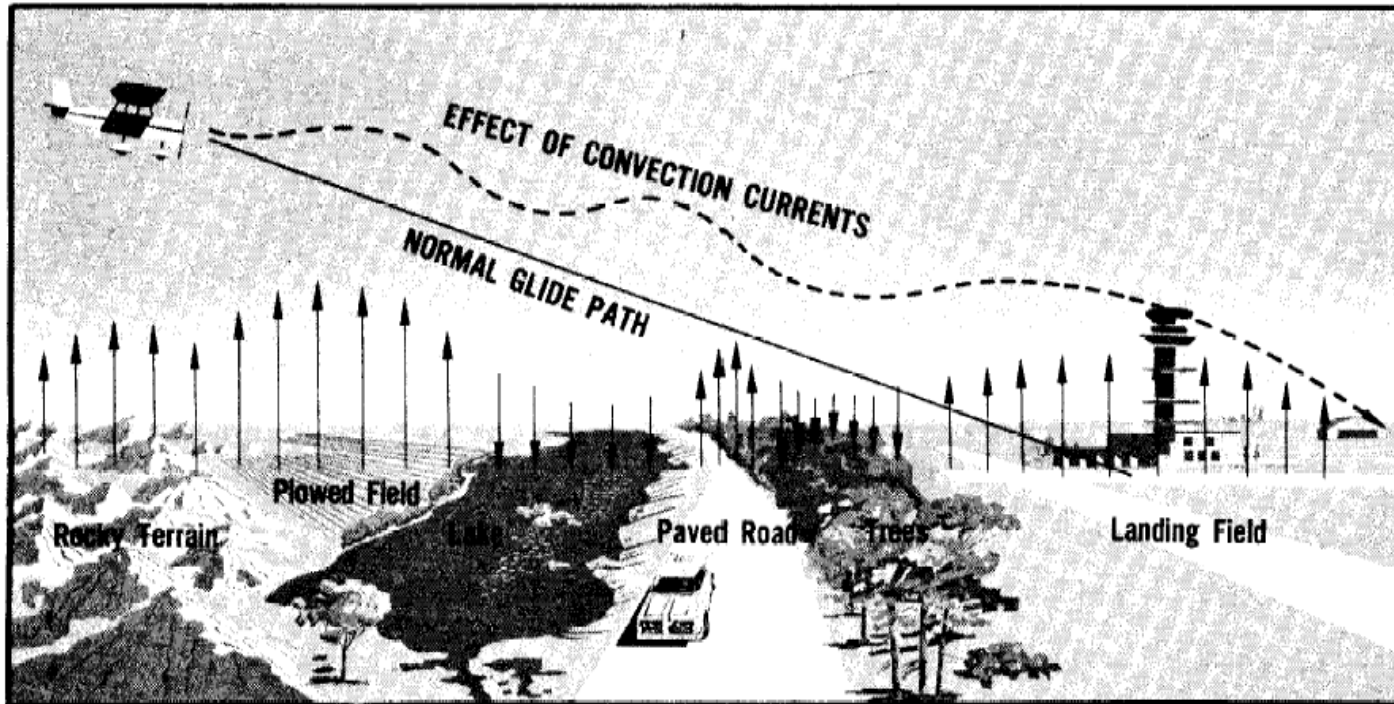
Smoke



Orographic Lift over Mountains/Canyons



Thermal Lift over varying terrain



Thermal and Orographic Collide

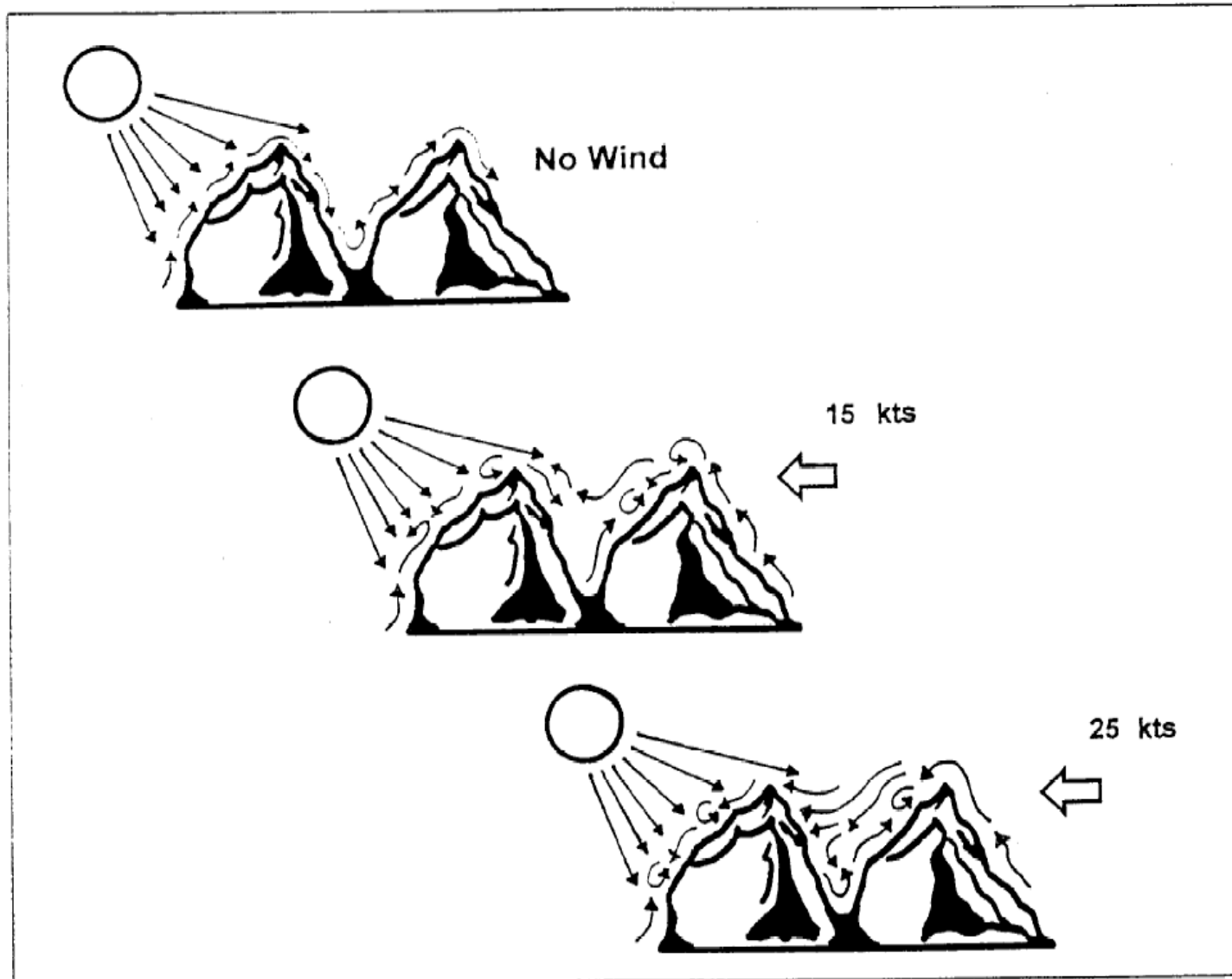
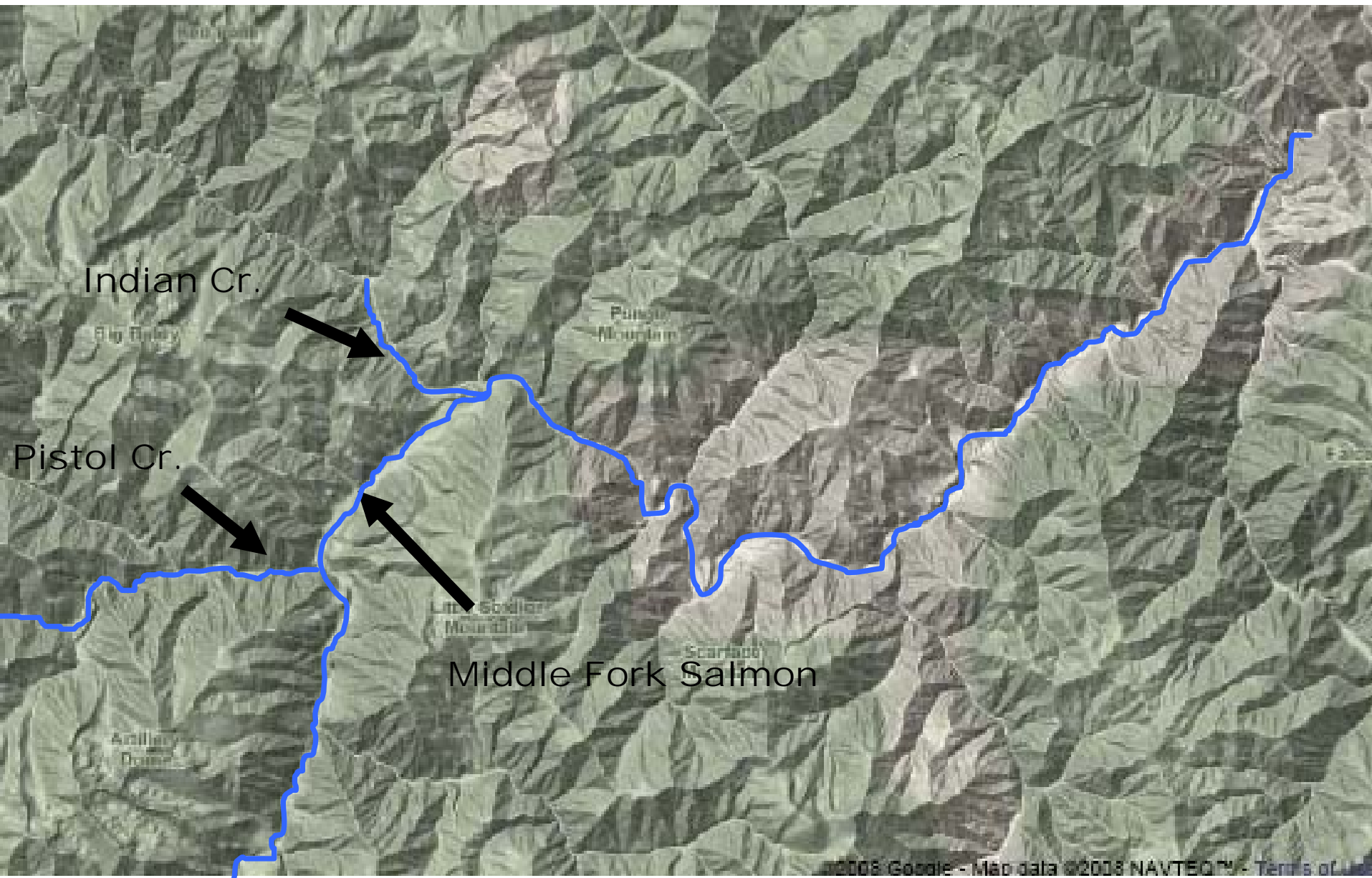
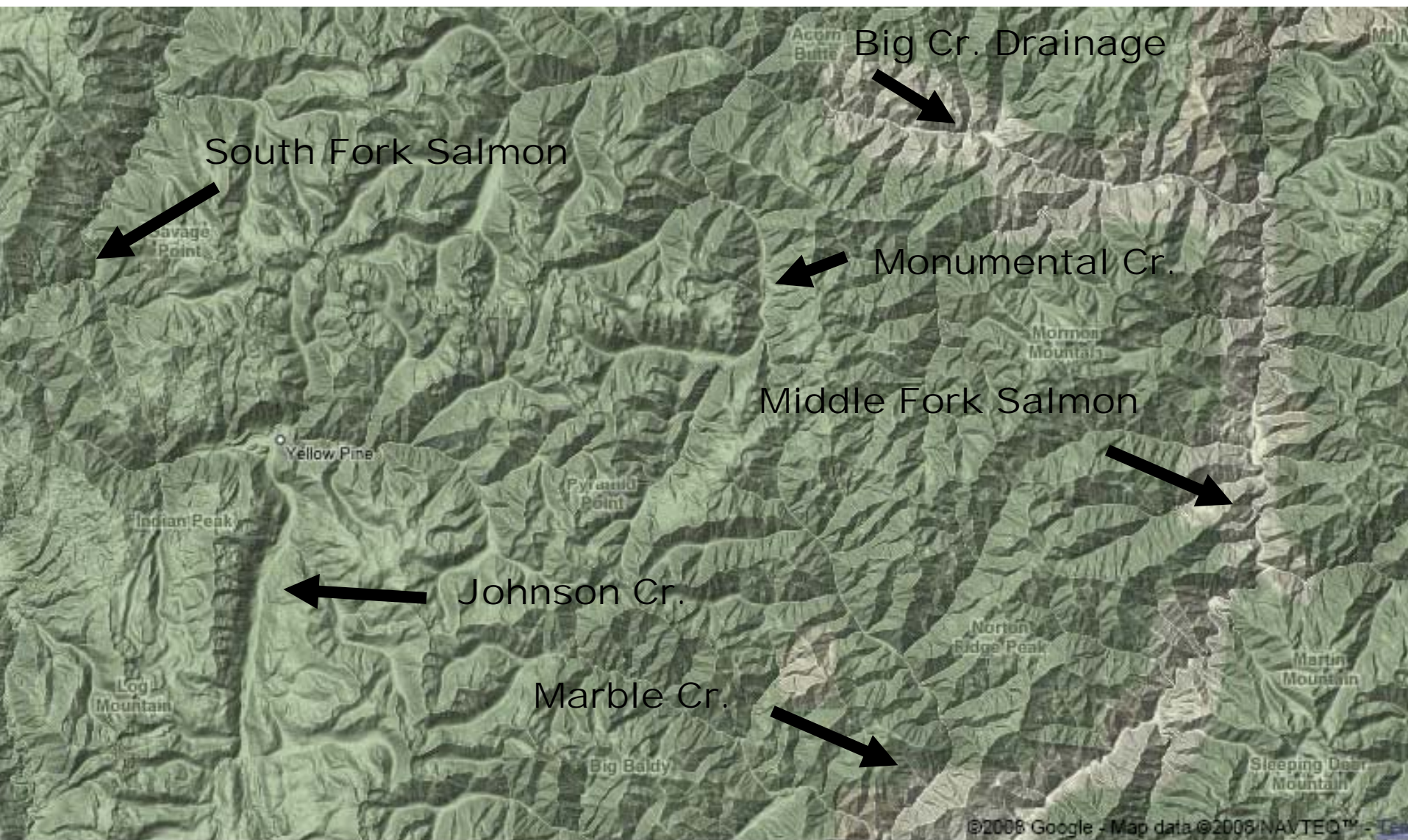


Figure 7: Effects of opposing thermal and orographic influence. When rising thermals created by solar heating encounter orographically produced downdrafts on the lee side of a ridge or in a canyon, expect to encounter a lot of turbulence. As the velocity of the wind increases, the turbulence increases.

Diurnal Effect, Venturi, and Convergence





Thermal, Orographic and Diurnal Effect effects combine and are different depending on direction of drainages
We have a mixture N/S – E/W and combinations of major drainages

Turbulence

Slow Down to at or below V_a

Remember it's less with less weight – Rule of Thumb $\frac{1}{2}$ of % less gross weight). If at 10% less of max. gross weight, reduce V_a 5%.

Where to Expect it –

- Lee side – down wind side of Ridges
- Convergence areas in canyons
- Venturi areas – wide to narrow canyon
- Over Area's of Thermal differences (shade/sun, trees/rock)
- Near Rotor, Lenticular, or Thunder Clouds
- Windy Conditions – Mountain wave over rugged mountains or canyons



Morning Fog



Valley / Canyon Fog

Middle Fork Salmon









Fire, Smoke, and TFR's

NASA Photo of Idaho Fires

August 28, 2012



Halstead Fire from Stanley Airport



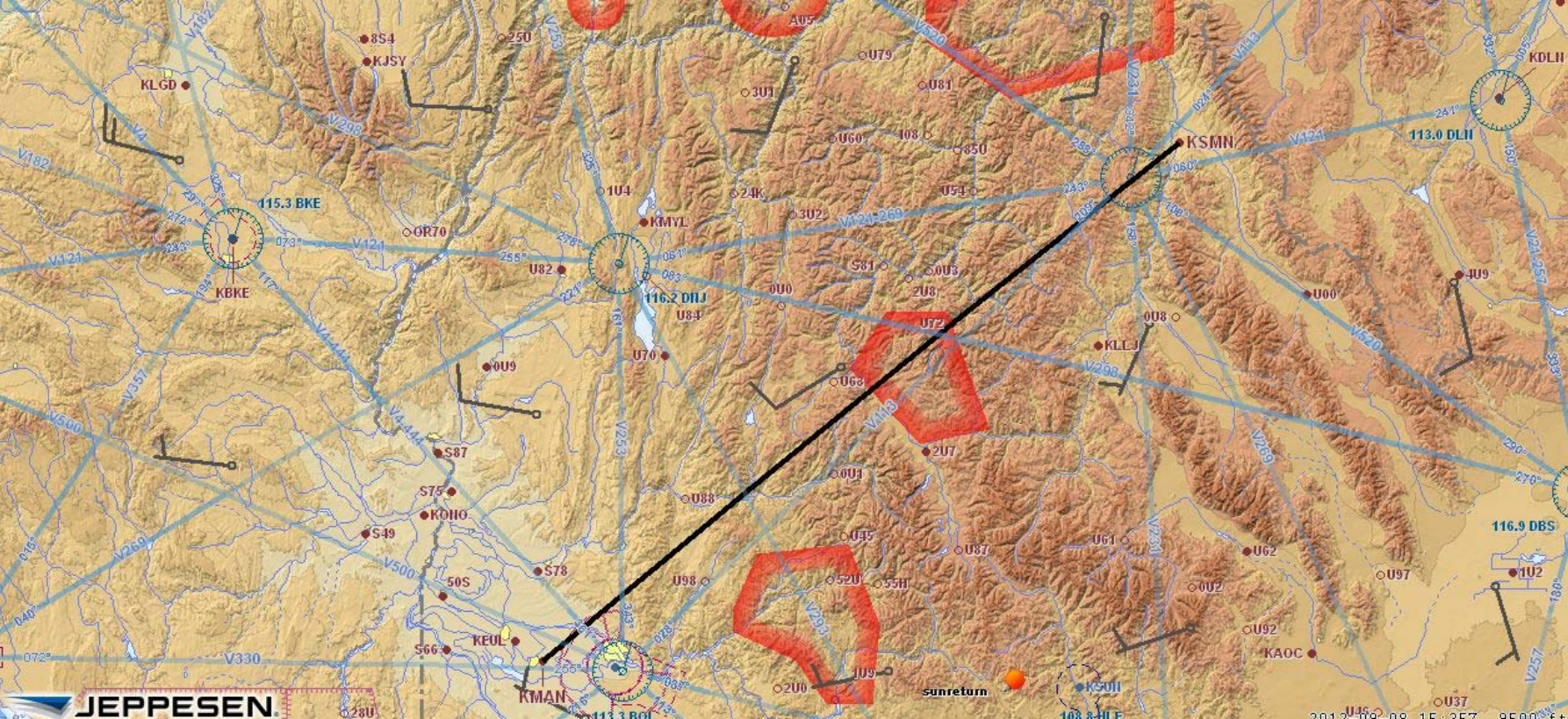
“C” Fire Recon Near the Needles



No TFR, but if you can see – Avoid!



KMAN to KSMN





TFR List

TFR Map

Map Airports

TFR Help

PilotWeb

SUA

Center

State

Type

SAT, 8 SEP 2012 15:48 UTC

Reset Filter

Click column headings to sort data.

Date	NOTAM	Facility	State	Type	Description	Zoom
09/08/2012	2/1540	ZLC	ID	HAZARDS	18 MILES NW OF STANLEY, ID New	
09/07/2012	2/0977	ZSE	ID	HAZARDS	25MI S GRANGEVILLE, ID	
09/06/2012	2/0764	ZLC	ID	HAZARDS	10 MILES NW OF NORTH FORK, ID	
09/01/2012	2/8176	ZLC	ID	HAZARDS	5 W FEATHERVILLE, ID	
08/29/2012	2/5873	ZSE	ID	HAZARDS	GRANGEVILLE, ID	


Depicted TFR data may not be a complete listing. Pilots should not use the information on this website for flight planning purposes. For the latest information, call your local Flight Service Station at 1-800-WX-BRIEF.

Total Records: 5

TFR's

- <http://tfr.faa.gov/tfr2/list.html>
- Depicted TFR data may not be a complete listing. Pilots should not use the information on this website for flight planning purposes. For the latest information, call your local Flight Service Station at 1-800-WX-BRIEF.
- Ask for: Abbreviated Briefing -- TFR updates.

FAA Description of Halstead TFR



Federal Aviation
Administration

FAA.gov Home

[TFR List](#)
[TFR Map](#)
[Map Airports](#)
[TFR Help](#)
[PilotWeb](#)

NOTAM Number : FDC 2/1540 Download shapefiles

Issue Date : September 08, 2012 at 0042 UTC

Location : 18 MILES NW OF STANLEY, Idaho

Beginning Date and Time : Effective Immediately 1330-0300 UTC Daily

Ending Date and Time : Until further notice

Reason for NOTAM : TO PROVIDE A SAFE ENVIRONMENT FOR FIRE FIGHTING

Type : Hazards

Replaced NOTAM(s) : N/A

Pilots May Contact : SALT LAKE (ZLC) Center, 801-320-2560

Jump To: [Affected Areas](#)
[Operating Restrictions and Requirements](#)
[Other Information](#)

Affected Area(s)

Airspace Definition:

Region bounded by:

	Latitude:	Longitude:	FDC:
From:	44°37'30"N	115°05'45"W	DNJ081048.2
To:	44°37'30"N	114°50'45"W	DNJ079058.8
To:	44°18'30"N	114°40'00"W	DNJ095072.3
To:	44°14'00"N	114°57'30"W	DNJ102062.4
To:	44°27'30"N	115°15'00"W	DNJ095044.9

Altitude: From the surface up to and including 12000 feet MSL

Effective Date(s):

In UTC:
1330 to 0300 UTC Daily starting September 8 until further notice


Operating Restrictions and Requirements

No pilots may operate an aircraft in the areas covered by this NOTAM (except as described).

Other Information:

ARTCC:	ZLC - Salt Lake City Center
Point of Contact:	USFS Telephone 208-756-5157
	Frequency 132.825
Authority:	Title 14 CFR section 91.137(a)(2)

Depicted TFR data may not be a complete listing. Pilots should not use the information on this website for flight planning purposes. For the latest information, call your local Flight Service Station at 1-800-WX-BRIEF.



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[Click for Sectional](#)
[NOTAM Text](#)

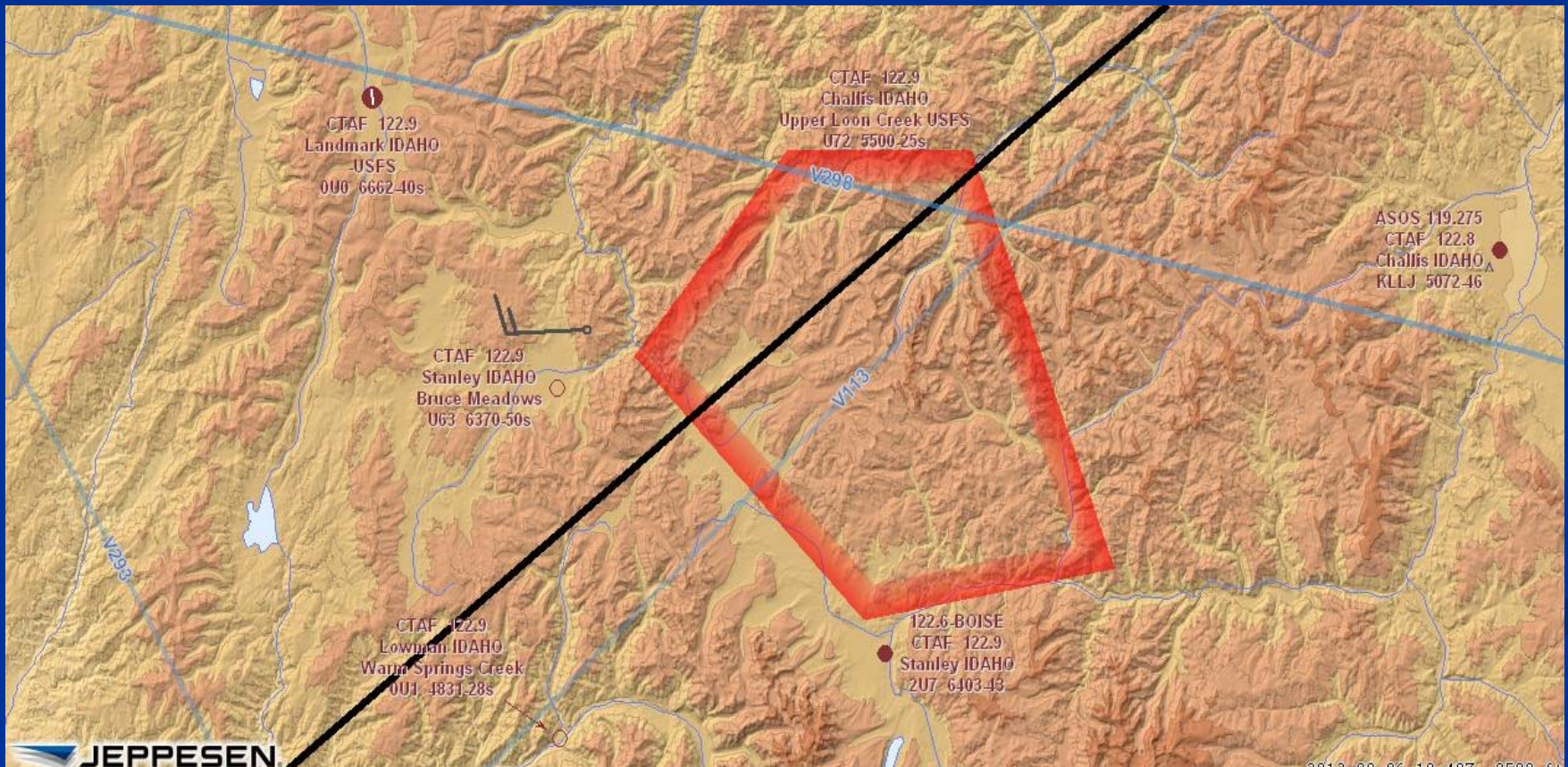
Federal Aviation Administration | 800 Independence Avenue, SW | Washington DC, 20591

Halstead Fire TFR

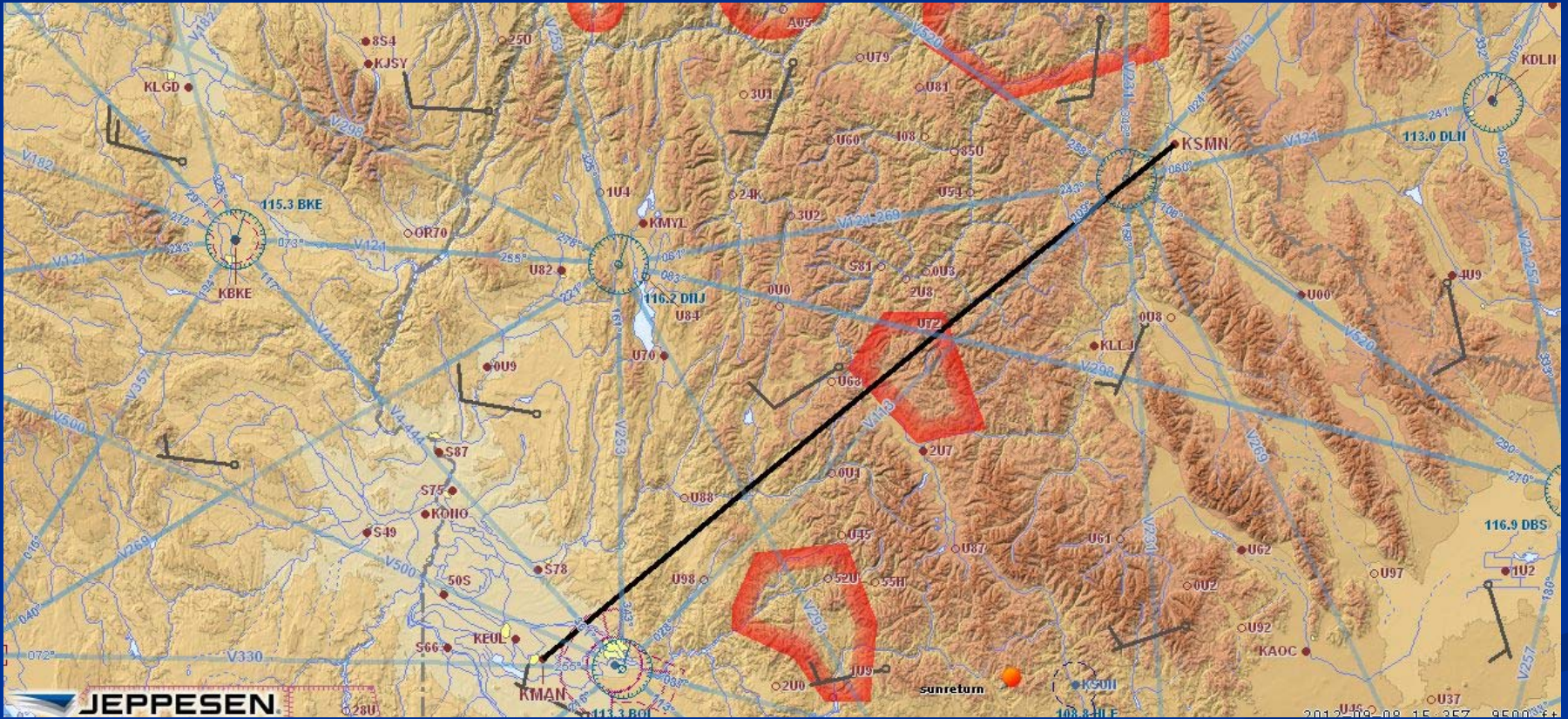
Altitude: From the surface up to and including 12000 feet MSL
1330 to 0300 UTC Daily starting September 8 until further notice

Frequency 132.825

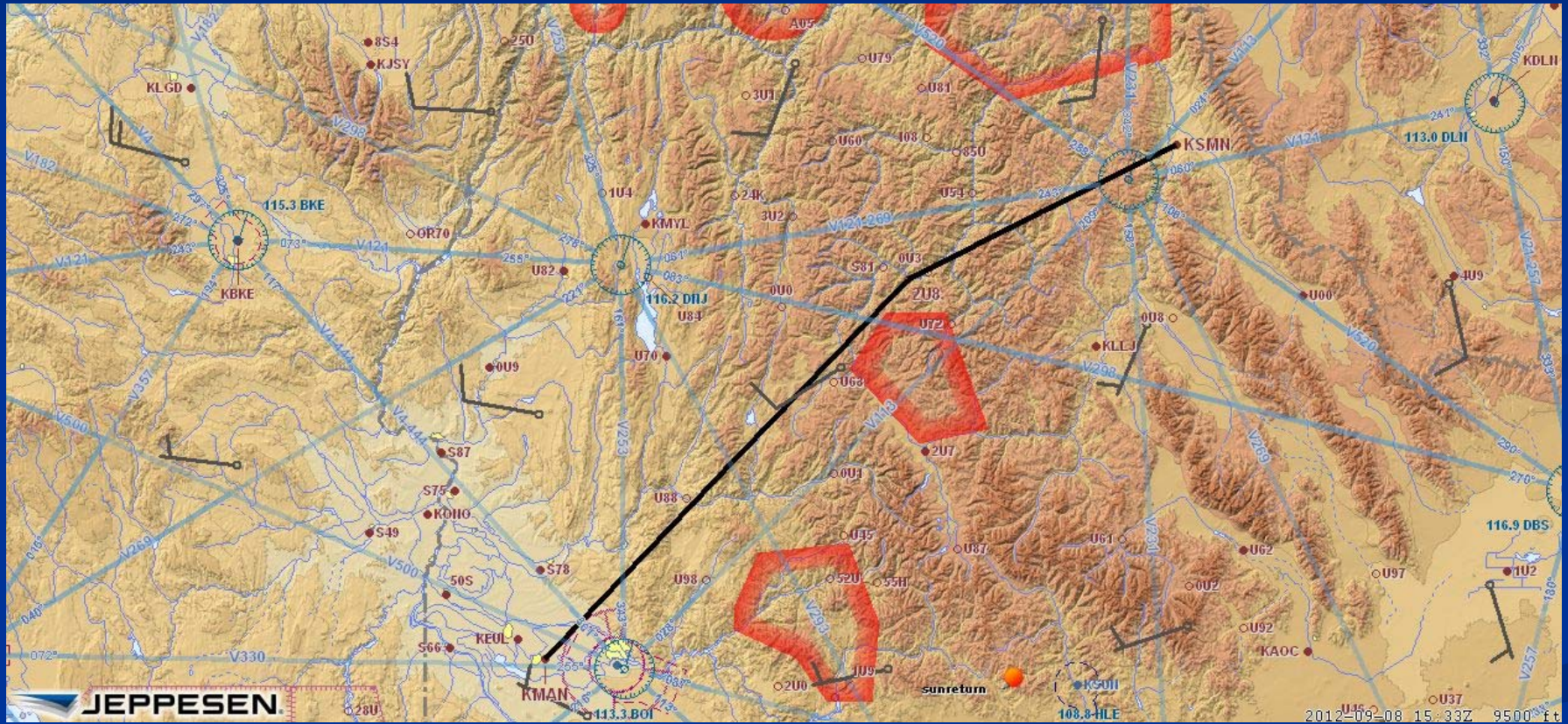
Telephone 208-756-5157



KMAN to KSMN



KMAN to KSMN



Smoke over South Fork Salmon

Pilot Peak
barely
visible



Chamberlain Basin about 2 miles out



Chamberlain
Basin
in pattern



Looking up South Fork toward Thunderbolt



East across South Fork to Rainbow Peak



Lick Creek Summit



Beaverslide Peak with Long Valley behind.



Three miles
out, with
McCall ASOS
reporting 7
miles visibility



Smoke Flying Cautions

- VFR minimums can go to IFR w/o warning – when flying with 1 to 3 miles visibility, you will not be able to detect change in smoke density. Plumes or banks of smoke can be very localized and quite dense.
- One to three miles visibility may be legal VFR but w/o adequate ground reference for navigation. August 21, a California pilot (Bill Scheck) accompanied by an experienced local back-country instructor (Woody Woodruff) crashed near War Eagle Mountain as they turned up wrong drainage climbing out of Mackay Bar in smoke.

Cautions (continued)

- You will lose forward visibility as you climb into or descend through a smoke layer. Circling climb-out or descent over known landmark is best for maintaining spatial awareness and to avoid getting lost.
- Smoke is always more opaque looking into the sun. Caution when approach or departure requires a turn toward rising or setting sun.