

CAUTION

CAUTION: Weak lift, no usable thermal window, but local VFR launch is otherwise clean

VFR · CA84 → CA84

Aircraft: N17948 · SCHWEIZER SGS 2-32 · glider, no engine Registration: Valid registration

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Analysis timestamp 2026-09-28T21:36:05.681Z. Weather, NOTAM, airspace, obstacle, performance, convective, celestial, and soaring products were retrieved at 2026-09-28T21:36:01Z to 2026-09-28T21:36:03Z, with forecast products covering the planned departure time of 2026-09-29T18:00Z.

HAZARD SNAPSHOT

Pilot currency		NO DATA
Pilot logbook and currency records were not available in this report-only account.		
Turbulence		LOW
Winds near 5,000 ft are around 21 kt with a ridge-wave note calling for sink, turbulence, and possible rotor on the lee side.		
Ceilings		LOW
Current and forecast ceilings at the nearby reporting field remain VFR, with FEW050 now and no forecast lowering into marginal or IFR.		
Surface winds		LOW
Surface wind at CA84 is about 6 kt gusting 9, with a modest crosswind component on the favored runway.		
Convection		LOW
No convective area intersects the track and CAPE is 0 J/kg; the nearest convective SIGMET is distant from the route and not a factor for this local flight.		
Terrain / obstacles		LOW
The obstacle scan found many charted objects, but the tallest reported obstacle is 391 ft AGL / 744 ft MSL, well below the planned 5,500 MSL working ceiling; terrain corridor sampling returned no points.		
Spatial disorientation / illusions		LOW
This is a daylight launch with good visual references, but the weak lift and ridge-wave environment can still demand disciplined attitude control near terrain.		

Not a factor: Visibility, Wind shear, Icing, Night / low light, Circadian low / body-clock fatigue, NOTAM impact, Navaid / equipment outages, Fuel endurance

Final Preflight Check

Review stage: Final Preflight Check. This is a local winch-launched glider flight from CA84 back to CA84 at 10:00 local (1800Z).

The main issue is the soaring picture: the forecast is stable, with **no usable thermal window** in the planned hours. At CA84, peak thermal tops are only about **1,900 MSL** (roughly 1,550 AGL at the 351 ft field elevation) with climb rates around **1.2 to 1.5 kt**. The nearby soaring area is only slightly better, with tops around **2,100 MSL** and climb near **1.7 kt**, still weak and capped low. For a glider flight, that means poor energy margin, limited working altitude, and little room for recovery if the sortie does not work out quickly.

The wind profile is manageable on the surface, but the air is not smooth aloft. Surface wind at CA84 is about **6 kt gusting 9**, and winds near 5,000 ft are around **21 kt**. The forecast explicitly calls out possible **ridge lift on windward slopes with sink, turbulence, and rotor (rolling, turbulent air on the lee side of terrain)** on the downwind side of higher terrain. That is not a stop sign by itself, but it does make the day more dependent on local terrain and ridge alignment than on thermals.

No airport TAF was available for CA84; the weather quoted here is from the nearby reporting field **KNKX, 5 NM ESE**, which is representative rather than exact for the planned field. KNKX is VFR now with **7 SM visibility and FEW050**, and the TAF for KNKX stays VFR through the flight window. There are no NOTAMs affecting CA84 in the retrieved airport-based search.

Bottom line: the launch is not blocked by weather, NOTAMs, or airspace, but the soaring forecast is weak enough that this is a poor day for a satisfying or productive flight. If you go, expect a short local flight with little thermal support and be ready to land early rather than press the sortie.

Soaring Conditions

The forecast is **unfavorable** for lift training or extended soaring. Thermal tops stay low through the planned window, cloud bases are not supporting a strong thermal cycle, and the model shows **overcast_or_stable** conditions with **no cumulus**. The best nearby area still only supports shallow lift, and the report notes **no airport lies within a conservative glide of that area**, so field-landout planning matters if you drift away from CA84.

Winds aloft are the bigger aerodynamic issue than convection: about **20 to 22 kt near 5,000 ft** with a ridge-wave note. That favors ridge lift on the windward side but also means sink and turbulence can build quickly on the lee side. The forecast does **not** support an airmass-convection problem; CAPE is **0 J/kg** and precipitation probability is essentially nil at the planned time.

Airspace and Obstacles

The corridor intersects **San Diego Class B** and nearby controlled airspace layers, but no special-use airspace or active defense TFR areas were found in the retrieved scan. The active TFR picture still needs independent verification if anything changes before launch.

Obstacle data found many charted objects in the scanned corridor, including unlit/unmarked catenaries and buildings, but the tallest reported obstacle is **391 ft AGL / 744 ft MSL**, well below the planned **5,500 MSL** working ceiling. With no low-level operating altitude entered, the obstacle scan does not show a specific conflict for this flight as planned.

Weather Snapshot

Current conditions at the nearest reporting field, KNKX, are VFR: **25009KT, 7SM, FEW050**. The nearby TAF remains VFR with generally light winds and no meaningful precipitation signal in the flight window. Freezing level is modeled near **12,762 ft MSL**, far above the planned altitude, so icing is not a factor.

Conclusion

CAUTION. This is a flyable local VFR day, but the soaring forecast is weak and capped low enough that the flight is likely to be short and disappointing rather than productive. Launch only if the goal is local air work or a brief hop, and be prepared for early recovery if the lift does not materialize.

Soaring Conditions & Landout (Local soaring · Winch / auto-tow · L/D 36 assumed)

 Gliderport: CA84 UNFAVORABLE Soaring window Peak thermal top Est. climb Sky Overdevelopment Surface wind Wind ~5,000 ft Elevation Winds near 5,000 ft reach about 21 kt: ridge lift is possible on windward slopes; expect sink, turbulence and possible rotor on the lee side of higher terrain. Landouts in glide (≈1.6 NM, 50% margin) None in glide — pre-plan landable fields. No usable thermal window is forecast in the planned hours.	 Soaring area: La Penniseto CA (32.9251, -117.1805) UNFAVORABLE Soaring window Peak thermal top Est. climb Sky Overdevelopment Surface wind Wind ~5,000 ft Elevation Winds near 5,000 ft reach about 22 kt: ridge lift is possible on windward slopes; expect sink, turbulence and possible rotor on the lee side of higher terrain. Landouts in glide (≈2.9 NM, 50% margin) None in glide — pre-plan landable fields. No usable thermal window is forecast in the planned hours. No airport lies within a conservative glide of this area; plan field landouts before you go.
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Open-Meteo forecast model (boundary layer height, sunshine, temperature/dewpoint, CAPE, winds). Thermal strength and cloud base are estimates, not soundings.

💡 AIRMANSHIP NOTES

WEAK LIFT DAY

Do not launch expecting a long soaring window. The model shows low thermal tops and only light climb rates, so the smart decision may be an early recovery rather than trying to stretch a marginal glide.

RIDGE-WAVE / LEE-SIDE SINK

The 5,000 ft wind is strong enough to produce lift on the windward face and ugly sink on the lee side. Stay honest about terrain clearance and avoid getting dragged into the downwind side of higher ground where the air can go turbulent fast.

Convective activity

MONITOR

Convection is near the route but is not expected to affect the flight as planned.

The nearest convective area is about 44 NM from the track and is close to the track. Echo tops exceed this aircraft's assumed ceiling, so the activity cannot be topped and must be circumnavigated or avoided in time. 10 other convective areas in the national picture are not a factor for this route. Little instability along the route (peak CAPE 0 J/kg). Airmass convection is not supported near the planned departure time.

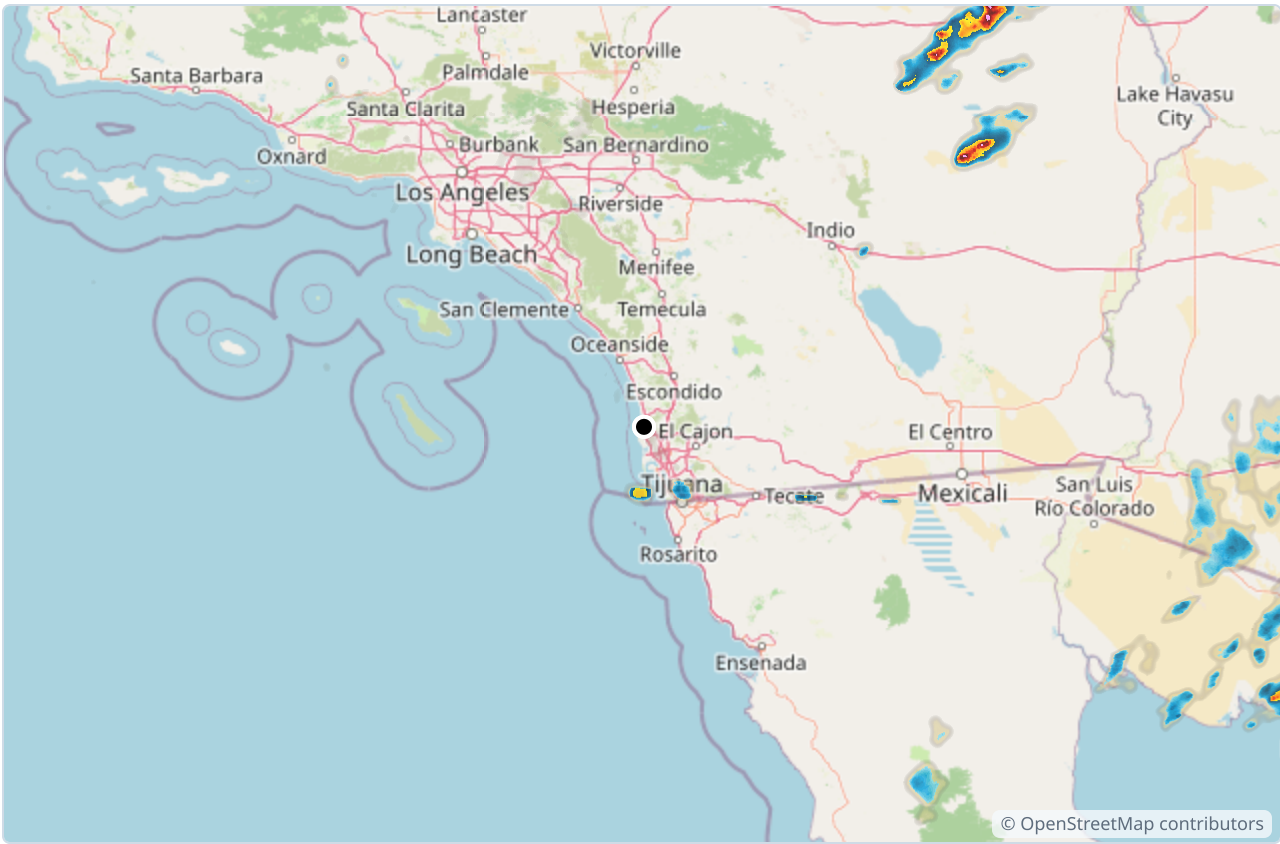
What to do: Continue planning, but monitor radar and new convective SIGMETs en route; motion or new development could change this before you arrive.

AREAS THAT MATTER TO THIS ROUTE

NEAR SIGMET · 44 NM from track · moving 25 kt toward 40° · tops 40,000 ft

10 other convective areas in the national picture are not a factor for this route.

RADAR AND PLANNED ROUTE



Valid 9/28/2026, 9:30:00 PM · composite reflectivity
Radar depicts precipitation already detected and is several minutes old. It is a hazard-avoidance picture, never a penetration tool.

Vertical Weather Profile

DRAWN FROM THE OBSERVATION FROZEN WITH THIS REPORT

Departure · CA84

Destination · CA84



Scale and wind levels are sized to an assumed service ceiling of 14,000 ft (glider).

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METAR KNKX 282055Z 25009KT 7SM FEW050 27/16 A2978
RMK A02 SLP076 T02670156 58014 \$

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Obstacles and wires

COMPLETED

Route corridor: 5 NM either side of the departure-to-destination track, plus 6 NM around each airport.

Structures found	300
Wires / catenaries	95
Unlit or unmarked	293
Near planned altitude	0
Tallest	BLDG 391 ft AGL

- CATENARY · 286 ft AGL · 2.9 NM from track
- CATENARY · 270 ft AGL · 3.1 NM from track
- CATENARY · 243 ft AGL · 2.3 NM from track
- CATENARY · 242 ft AGL · 2 NM from track
- CATENARY · 240 ft AGL · 2.3 NM from track
- CATENARY · 225 ft AGL · 5.8 NM from track

300 charted obstacle(s) fall inside the scanned geometry. No planned low-level AGL profile (such as a maneuvering, pattern or survey height above ground) was entered, so obstacle heights were not screened against a specific AGL operating altitude. Obstacle and terrain elevations are still compared against the planned cruise altitude elsewhere in this report.

Airspace and TFRs

COMPLETED

Controlled airspace	5
Special-use airspace	0
Defense TFR areas	0
TFR notices in NOTAM text	0

5 controlled airspace area(s), 0 special-use area(s) and 0 national defense TFR area(s) intersect the scanned corridor. 0 military training route(s) and 0 parachute jump area(s) lie within the corridor (FAA NASR 28-day subscription (cycle effective 2026-09-03)). Active TFRs must still be verified independently; only NOTAM text retrieved for this flight was scanned for temporary restrictions.

Performance, winds and terrain

Departure CA84

Field elevation	372 ft
Density altitude	2084 ft
Best runway / crosswind	09/27 · 3.1 kt

Destination CA84

Field elevation	372 ft
Density altitude	2084 ft
Best runway / crosswind	09/27 · 3.1 kt

Winds aloft	344° / 20 kt (headwind 18.7 kt)
Wind-corrected time / reserve	0 h · reserve ? h of 0.5 h required
Terrain sampling	0 pts · 2 NM interval · ±3 NM

Hazard weather

COMPLETED

AIRMET / SIGMET / CWA on route	1
PIREPs near route	0
Freezing level	12762 ft MSL
• SIGMET · CONVECTIVE	

1 in-flight advisory product(s) and 0 PIREP(s) fall within 50 NM of the planned track. A further 10 advisory product(s) were retrieved from the surrounding area but do not touch the route corridor and are not a factor for this flight.

Sun, moon and light

Departure (CA84)	FAA night
Sunrise / sunset	13:42Z / 01:39Z
Civil dawn / dusk	13:18Z / 02:03Z
Arrival (CA84)	FAA night
Sunrise / sunset	13:42Z / 01:39Z
Civil dawn / dusk	13:18Z / 02:03Z



Waning gibbous

89% illuminated

Moonrise / moonset	02:34Z / 16:56Z
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**Experience fit and personal
minimums**

NOT
APPLICABLE

Certificate and ratings (pilot-stated)	Commercial
Total flight hours (pilot-stated)	500 to 999 hours

No pilot records exist for this report; experience fit was not evaluated.

Data Coverage and Limitations

Coverage 100% · STRONG

This report ran 13 of 13 applicable analyses with live data. Anything not applicable to this flight, or unavailable at the time of the run, is listed below.

- ⊖ **Icing exposure** · Not applicable to this flight
Structural icing is not a planning factor for VFR glider operations in clear air.
- ⊖ **Terrain clearance along the route** · Not applicable to this flight
There is no fixed route corridor. Terrain at the launch site and soaring areas is covered in the Soaring Conditions panel.
- ⊖ **Pilot experience fit** · Not applicable to this flight
No logbook is attached, so experience fit was not scored. The pilot stated: Commercial, 500 to 999 hours (unverified); the narrative uses this to tailor its wording.
- ✓ **Destination weather** · **Evaluated**
Observation and terminal forecast retrieved and analysed.
- ✓ **Wind at the planned altitude** · **Evaluated**
Taken from the constant-pressure level nearest 4,793 ft MSL.
- ✓ **Obstacles, towers and wires** · **Evaluated**
Digital Obstacle File structures scanned inside the planned corridor (300 found), plus obstacle NOTAMs. Source: FAA Digital Obstacle File (file dated 2026-09-01, held by Log Scan Pro).
- ✓ **Convective weather** · **Evaluated**
Convective SIGMETs, SIGMETs and CWAs tested against the planned track, with storm motion and timing.
- ✓ **Density altitude and runway wind components** · **Evaluated**
Density altitude computed from the observation, with runway length and wind components for the favoured runway. Runway data: FAA NASR 28-day subscription (cycle effective 2026-09-03).
- ✓ **Daylight, twilight and moon** · **Evaluated**
Sun and moon geometry, civil twilight and FAA night status computed for both ends of the flight.
- ⊖ **Supplemental oxygen requirement** · Not applicable to this flight
The planned altitude is below the 12,500 ft threshold in 14 CFR 91.211, so oxygen requirements do not apply.
- ⊖ **Arrival approach charts** · Not applicable to this flight
Instrument charts do not apply to VFR glider operations.
- ✓ **Departure weather** · **Evaluated**
Observation and terminal forecast retrieved and analysed.
- ✓ **NOTAMs** · **Evaluated**
Airport NOTAMs for the searched fields.
- ✓ **Winds and temperatures aloft above the flight** · **Evaluated**
2 model levels above the planned altitude were retrieved.
- ✓ **Airspace and special-use areas** · **Evaluated**
Controlled airspace, special-use airspace and defense TFR areas intersecting the corridor were retrieved. Military training routes (0) and parachute jump areas (0) near the track were checked against the FAA 28-day subscription.
- ✓ **AIRMETs, SIGMETs and PIREPs** · **Evaluated**
Advisory products and route PIREPs retrieved for turbulence, icing and IFR conditions.
- ✓ **Fuel and reserve check** · **Evaluated**
Wind-corrected time enroute checked against the endurance the pilot entered; no measured fuel load was available.
- ✓ **Soaring forecast and landouts** · **Evaluated**
Thermal tops, lift strength, cloud base and landout options were assessed for the launch site and soaring areas.

Terms used in this briefing

Plain-language definitions for the less common words above.

Catenary: A sagging cable strung between two high points, such as towers, ridges or mountains. Catenary wires are often unlit and hard to see, and are a leading low-level wire-strike hazard.

Rotor: A rolling, turbulent horizontal eddy of air that forms downwind of a ridge under strong crosswind flow. Rotor turbulence can be severe and is usually found below the mountain-wave crests.

Convective SIGMET: A SIGMET issued specifically for thunderstorm activity meeting national criteria — embedded or line storms, or storms covering a large area. Treat the whole area with respect.

Thermal: A rising column of warm air created by the sun heating the ground. Glider pilots circle inside thermals to climb without an engine.

Thermal tops: The highest altitude thermals reach that day. Above it the lift stops, so it caps how high a glider can climb and how far it can glide.

Cloud base (cumulus base): The flat bottom of the puffy cumulus clouds that form on top of thermals. It marks roughly where the lift ends, and gliders must stay legally clear of it.

Lift / sink: Lift is rising air a glider uses to climb; sink is descending air that makes it lose height faster than normal.

Landout (outlanding): Landing a glider away from its home field — in another airport or a farm field — because the lift ran out. Normal in soaring, but it must be planned.

Ridge lift: Air forced upward when wind blows against a hill or ridge. Gliders fly along the upwind side to stay aloft, close to terrain.

Purpose of Report

This Go/No Go Report is an informational decision support tool generated from information entered by the user, information maintained within Log Scan Pro, and aviation data obtained from third party sources available when the report is generated.

The report is intended to help organize and identify factors that a pilot may consider during flight planning. It does not direct, authorize, approve, release, dispatch, or prohibit any flight.

Pilot in Command Responsibility

The pilot in command is directly responsible for and is the final authority concerning the operation of the aircraft. Nothing in this report transfers, reduces, or replaces that responsibility.

The pilot in command remains responsible for determining whether the proposed flight may be conducted safely and in accordance with all applicable regulations, aircraft limitations, operating procedures, certificates, ratings, endorsements, medical requirements, currency requirements, and personal minimums.

Preflight Planning

This report does not replace the pilot's responsibility to become familiar with all available information concerning the flight.

The pilot must independently obtain and evaluate current information appropriate to the proposed operation, including weather reports and forecasts, NOTAMs, temporary flight restrictions, airport and runway conditions, fuel requirements, aircraft performance, weight and balance, route conditions, alternatives, traffic delays, terrain, airspace, and any other information relevant to the flight.

Weather and Aeronautical Information

Weather, NOTAM, airport, aircraft, pilot, and route information may change after this report is generated. Data received from government, commercial, or other third party sources may be delayed, incomplete, unavailable, incorrectly transmitted, or subsequently revised.

This report reflects only the information available to LSP at the recorded generation time. It has no continuing period of validity. The pilot must verify material information using current and appropriate aviation sources before departure and during flight when conditions warrant.

Artificial Intelligence Analysis

Portions of this report may be created or assisted by artificial intelligence. Artificial intelligence may omit information, misunderstand data, make incorrect associations, or produce inaccurate conclusions.

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Any risk level, caution, recommendation, or use of the terms "Go," "No Go," "Proceed," "Delay," "Divert," or similar language represents informational analysis only.

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This report is not represented as a regulatory compliant preflight briefing, flight release, dispatch release, airworthiness determination, maintenance release, operational control authorization, or substitute for any procedure required by an operator's certificate, operations specifications, general operations manual, flight operations manual, training program, insurance policy, or FBO policy.

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By submitting a Go/No Go request, viewing the resulting report, or using information contained in the report, the user acknowledges that the report is a supplemental decision support tool and that the pilot in command retains sole responsibility and final authority for the proposed flight.