- As long it's not turning into a line, it's OK to keep going. A line of storms will make me wait it out. (**JP**)
- It's also important to protect the plane on the ground. Leaving a plane vulnerable to hail, wind, etc., on a ramp is not OK. (**Dave**)
- Don't go directly over Adirondacks. Wind pushing moist, unstable air up the mountains makes many new storms. (**John**)
- Take safe opportunities to make progress in the general direction you want. Fly airport to airport deciding to land or continue as you go. Often this gets you all the way to your destination. (**Tom**, **Wally**, and **John**)
- In a slow airplane, storms downrange on your route may be gone long before you get there. (**Wally** and **Tom**)
- Fly a route that allows you to turn back and land. (**John**)
- These storms are forecast to dissipate, which factors into the decision to go. If the storms were building, I wouldn't go. (**Wally**)
- Use the looping feature for NEXRAD to see if the density of storms is increasing or decreasing. (**Tom**)

> ***"Weather is a living, breathing thing. With that data in the cockpit, it's important to constantly reevaluate the situation and see how all of this is coming together." — JP***

- Get PIREPS or ask the controller if they have any from other planes in the area. (**Kevin**)
- ATC radar sees precipitation. It can't see lightning. ATC must advise you of severe weather but don't know if it's a thunderstorm or not. (**Kevin** and **John**)
- SiriusXM weather can show the NEXRAD picture for discrete altitude blocks. (**Dave**)
- There is nothing better than your eyes. Sometimes it's better to go VFR, even if you're Instrument Rated, so you can see and avoid storms. (**JP** and **Wally**)
- Be extra careful on the last leg of a trip. It's the most tempting to talk yourself into something stupid. (**All**)
- When deciding where to stop for the night, pick a place with maintenance services, access to ground services, and a good looking TAF (or equivalent forecast) for the next morning. (**All**)

EXPERT CHOICES

2 Dave

3 JP, John, Kevin, Wally, Tom