

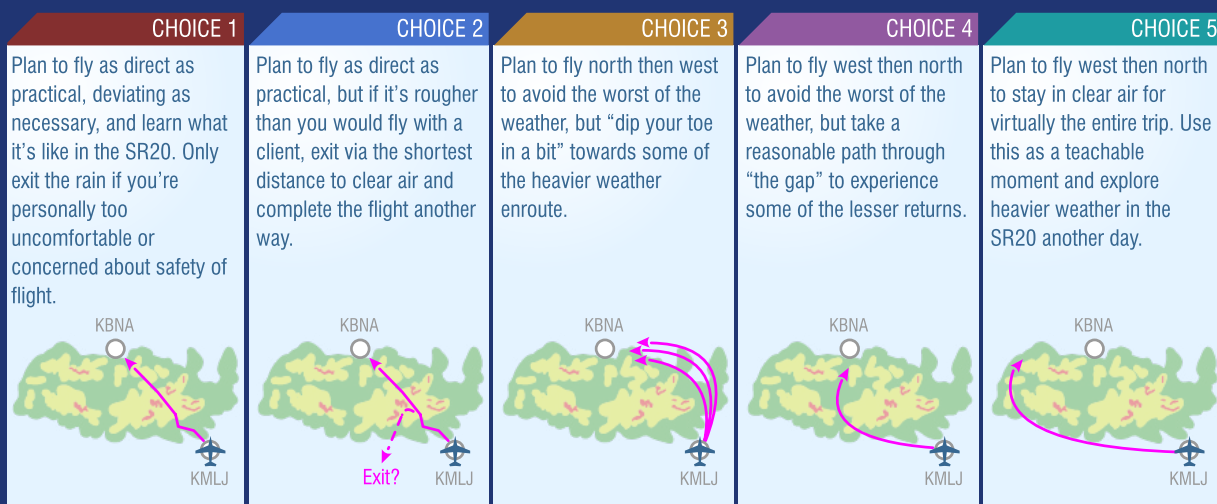
- If there was no time pressure to pick up the client, waiting would make sense just to avoid the likely diversions. (**Elaine**)
- Fly on the track for Choice 5 until you like a gap you see and then turn north. (**Catherine** and **Tom**)
- Routes 1 and 2 go over Atlanta—which isn't going to happen. The cleared routes in ForeFlight are east of Atlanta. So take into account ATC routings when you make these decisions. (**John** and **Catherine**)
- Start safe and chip away at it. Go far enough west that you won't be sent east of Atlanta. Negotiate in the air. (**John**, **Bruce**, and **Tom**)
- You could file to an airport along the west route and change it to Nashville when you see a good gap in the weather. (**Bruce**)
- Precipitation that heavy and tops that high hint toward at least some convection. (**Bruce**)
- This is an opportunity—both to get a feel for light GA as the instructor, and to expose the client to weather and negotiating with ATC on the way home. (**Doug**)
- Using more radar intensity levels (six or seven as opposed to four) gives more useful information. (**Doug**)

***"Showing up in Nashville with the paint stripped off is probably not going to make the client very happy, even though you have a cool weather story to tell."**— Elaine*

- Exposing a client to heavy weather—especially if the client is a risk-taker—can be a valuable lesson. (**Doug**)
- The weather you see during preflight might not be what you get an hour later. (**Elaine**)
- Ask ATC for weather updates and input on routing based on what they see. Have them query other pilots on your route. (**Tom**)
- Flying on a day like this requires constantly reassessing and working with ATC. (**Bruce**, **Doug**, and **Elaine**)
- It's important to find an experienced instructor who can take you flying on days like this so you can experience it firsthand with an expert. (**Tom** and **Doug**)
- Personal minimums shouldn't be static. They should adjust up or down as best fits the situation, including the weather, passengers, proficiency, and any other factor that could affect your ability to complete the flight safely. (**Elaine**, **Doug**, and **Catherine**)

EXPERT CHOICES

- 1*** Doug
4 Elaine, Catherine
4 **5** Tom
5 **4** John, Bruce



* Choice with a caveat