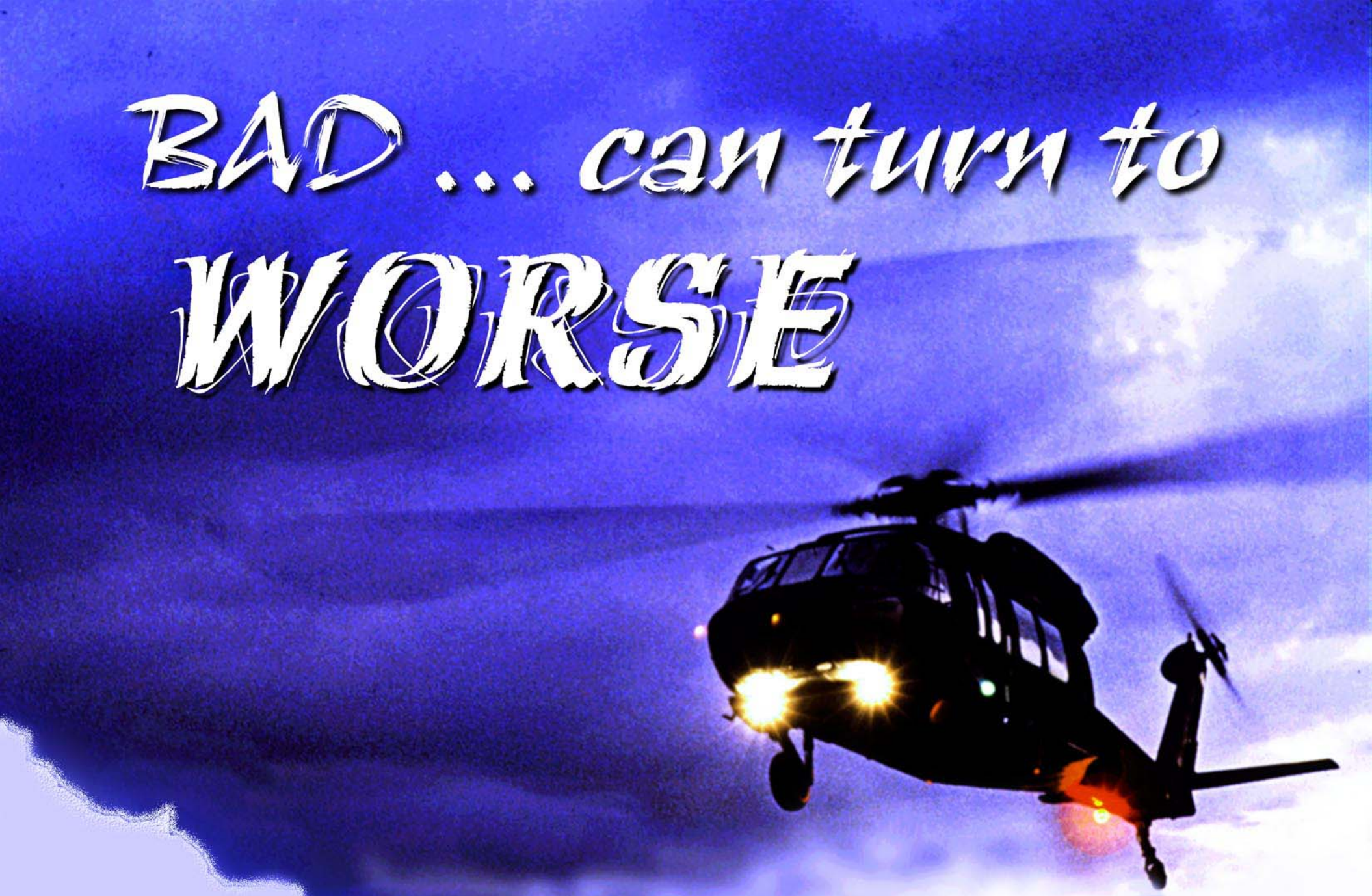
BAD ... can turn to WORSE



ASK YOURSELF—

Even if it's legal to go, how prudent is it?

What if it's right at the limit—just good enough? What if it turns to soup 15 minutes after takeoff? What will you do if you can't land and wait it out? What if you decide to turn around, and there ain't no turning around—you bump into the clouds? What will you do now? Do you have a plan? Do you have enough fuel? Are you prepared to deal with IMC?

Am I truly prepared to deal with IMC?

Do you have excellent proficiency? Are you totally prepared? Do you have a plan that you've coordinated with and briefed to the rest of the aircrew? Is the aircraft properly equipped? Do you have navaids and instrument approaches? What's the plan if IMC-induced spatial disorientation strikes you or another crewmember?

How bad does it have to be before I say no?

If you routinely fly in the worst weather that's legal, it's only a matter of time until you find yourself inadvertently IMC. And if you're not fully prepared, this could be where you become a statistic. Remember, accidents resulting from inadvertent IMC are very rarely minor accidents.