

## IT'S ALWAYS YOUR CALL

The FSS briefer didn't expect the question I asked when he gave the required "VFR Not Recommended." I asked, "Why?"

Sounding confused, he responded with, "Well...because...conditions at the destination—V-F-R not recommended!" It felt like the FSS briefer wanted to short cut my call—first state a conclusion and be done with it.

"Unacceptable. I need a standard briefing...or your supervisor," I responded. After some grumbling and mumbling about the phones flashing, the briefer made it clear that, indeed, my destination suffered solid IMC; temperature and dewpoint trembled together within a couple degrees.

At that moment.

At my estimated arrival time, however, the forecast called for conditions within a razor's edge of perfect VFR. Sunrise was just starting at the destination, pushing apart temperature and dewpoint, and a weak cold front was due to push through within 90 minutes.

"I'd like to file now, please...VFR."

"Even though VFR is not recommended?!"

"Yes sir; you ready to copy?" An informed decision, risks within my skill set...that's why I get to call myself PIC. Sure enough, at arrival, blue skies and tailwinds prevailed. And had I been wrong? Airports about 70 miles closer already reported solid VMC. If necessary, Plan B was the classic escape maneuver: a 180-degree turn.

