

MIA08MA203

ATTACHMENT 5

**MSP BUNKER INSTRUMENT CURRENCY MEMO
NOVEMBER 16, 2008**

DEPARTMENT OF MARYLAND STATE POLICE

TO:	TFC. Michael DeRuggiero	DATE	November 16, 2008
FROM:	Mike Gartland, Chief Pilot		

xxx	For your information		Take charge of
xxx	As requested		For additional information
	Approve and return		For comment/recommendation
	Note and return		Give me facts so I can answer
	See me		Prepare reply for my signature

SUBJECT:	Stephen Bunker
REFERENCE:	Instrument Currency

So there is no misunderstanding, all of our pilots have instrument ratings and are kept instrument current. If they run out of currency, because of scheduling issues they are grounded until they receive an Instrument Proficiency Check. The IPCs are given according to the regulations. For example, if a pilot receives his IPC ride on November 16, 2008, his six months starts the beginning of December. That would make his next IPC ride due by the end of May of 2009.

A “Command Instrument Single Pilot Certification” is MSP only. These pilots that have received that status have had additional training, which includes flying in actual IMC conditions, and a more stringent check ride, consisting of filing and IFR flight plan, a cross country flight to unfamiliar airports and instrument approaches. When these pilots have passed that check ride, they are allowed to file and fly in instrument flight conditions, if necessary, to fly a patient to the trauma center, fly to Martins for maintenance, return to their assigned base, and VIP transports. The IPC 22-11 states at the end of the narrative that they are either certified for single pilot instrument flight or single pilot instrument recovery only. The **IMC recovery only** is for those pilots that have not received the “Command Instrument Single Pilot Certification”. They are still Instrument Certified; they just can not do the above mentioned instrument flights.

Mr. Bunker received his “Command Instrument Single Pilot Certification” in November of 2007. I gave him that check ride. We did the majority of the instrument check ride in actual conditions. Some of his additional training was completed in the simulator that we had rented that year. Since Mr. Bunker received his IPC in November of 2007, he was not due until May of 2008. Mr. Corolla gave him his IPC in May, as required. However Mr. Corolla was unaware that Mr. Bunker had completed his “Command Instrument Single Pilot Certification” in November of 2007. The 22-11, completed by Mr. Corolla should have stated that he was Single Pilot PIC for IFR Operations in the SA365N1/N2/N3.

I hope this is enough to answer the question asked of you from the NTSB.