

MIA08MA203

ATTACHMENT 8

**MSP CUMBERLAND AND FREDERICK SECTION
TRAINING MEMORANDUM (SEPTEMBER 22,
2008) AND SUBSEQUENT MSP EMAIL RESPONSE**

MARYLAND STATE POLICE

TO: Commander, Aviation Command

DATE: 22 September 2008

FROM: David F. Cooper, Cumberland Aviation Section Pilot

<input checked="" type="checkbox"/> For Your Information	<input type="checkbox"/> Take Charge Of
<input type="checkbox"/> As Requested	<input type="checkbox"/> Additional Information
<input type="checkbox"/> Approve and Return	<input type="checkbox"/> For Comments/Recommendation
<input type="checkbox"/> Note and Return	<input type="checkbox"/> Give Me Facts So I Can Answer
<input type="checkbox"/> See Me	<input type="checkbox"/> Prepare Reply For My Signature

Subject: Recommendations to enhance safety at Cumberland and Frederick Sections

BACKGROUND: Flight operations in mountainous terrain is inherently more hazardous than operations in more level areas. The FAA recognizes this in that it doubles the terrain clearances for instrument operations in Designated Mountainous Areas (See AIM Figure 5-6-2 which shows that all of Cumberland Section's, and most of Frederick Section's, areas of primary responsibility lie in Mountainous Areas). High density altitudes, mountain generated turbulence, and lack of suitable level landing sites are some of the additional hazards encountered during day and night VFR helicopter operations in the mountains. At night, risks to VFR flying increase with each additional factor: lack of sufficient moonlight to see the terrain, haze that obscures the horizon, flight over unpopulated areas that have no artificial lighting, weather obstructions to visibility, etc. Much of the time when flying in the mountains at night a pilot is in actual instrument conditions due to lack of a visible horizon. When departing a lighted landing zone, the pilot occasionally encounters conditions requiring a rapid transition to an instrument climb. Without night vision equipment, instrument proficiency is a must.

Instrument proficiency is dependent on four items: quality of initial instrument training, instrument experience over the course of a flying career, time elapsed since last instrument experience, and quantity of recent instrument experience.

Recommendations:

Equipment: Since the Command has three aircraft equipped with Ground Proximity Warning Systems, if any aircraft is not in maintenance, it should be at the Cumberland Section. If two aircraft are available, the second should be at Frederick Section.

Policy: Cumberland and Frederick Section pilots should be allowed to resume the previous instrument currency training: six practice or actual approaches every six months. Getting half the previous number of practice approaches and going six months between training opportunities provides neither the frequency nor the quantity of instrument practice needed for this demanding and hazardous flying environment.

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Demko (Andrews) Jill

From: M.W.DeRuggiero [mderuggiero@mdsp.org]

Sent: Fri 11/21/2008 1:10 PM

To: Demko (Andrews) Jill

Cc: 'Bernard William S'; 'Gartland Michael S'

Subject: Requested Information - Cooper

Attachments:  9-22-08 Cooper Inst Trng Memo.pdf(828KB)

Jill,

We now assign the aircraft w/TAWS to our Cumberland and Frederick Sections whenever possible (absent scheduled maintenance, etc). Regarding IFR proficiency, aside from a IPC every 6 months, a MSPAC pilot with an "Instrument Single Pilot Certification" endorsement are allowed (and encouraged) to file and fly in IFR conditions whenever possible to maintain their proficiency.

With the appropriate oversight, MSPAC pilots can fly a patient to a trauma center in IMC conditions, either hospital to hospital or from a scene when unforecasted IMC conditions are encountered enroute. They can also reposition an aircraft to Martins for scheduled maintenance; reposition an aircraft from one location that is IFR to another that is VFR to conduct VFR flight operations/missions; return to their assigned base after delivering a patient to a hospital; and/or conduct a VIP transport in IFR conditions, if necessary. With the exception of a MSPAC pilot having to obtain a "pop up" IFR clearance when experiencing IMC conditions enroute to a hospital with a patient onboard, all of these flights would be "preplanned" and conducted with the requisite instrument flight plan on file.

Moreover, all MSPAC pilots, regardless of endorsement, are encouraged to fly the instrument approach (IAP) back to their assigned section in VFR conditions, after mission completion, whenever possible. Finally, any MSPAC pilot who felt they needed to fly with their regional/section MSPAC instructor pilot because of any IFR proficiency concerns they might have, they can (could) make a request for additional training through the appropriate channels at any time...

I hope this helps,

Mike

Tfc. M. W. DeRuggiero

Risk Management Section

Dept.of Maryland State Police