

Helicopter

Educational Series

Operation Cloud-Bound: Instrument Proficiency in Helicopter Pilots

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Updated: 2/19/15 @ 1:21PM

Presented to:



Federal Aviation
Administration



Instrument Proficiency in Helicopter Pilots

Confidence in Challenging Flight
Conditions

Presented to:



Federal Aviation
Administration



OBJECTIVE

Ask helicopter pilots to think more about their instrument proficiency.



CHALLENGE

For helicopter pilots to leave Heli-Expo wanting to improve their instrument proficiency.



GROUND RULES

- ✓ Participate and Ask Questions
- ✓ Don't throw anything at the moderator
- ✓ Don't “stump the chump”
- ✓ Make it personal



From What Perspective...

- Pilot-to-Pilot
- Instructor-to-Instructor
- As Safety Advocates
- As Influencers

Action: What happens at Heli-Expo shouldn't stay at Heli-Expo.



Influence-”We never read about the accidents that never happen”

- Prevention is hard to quantify!
- The helicopter industry is 99.7% full of safety success stories...really!

THANK YOU!



QUESTION

Name some things you spend a lot of time and money acquiring but use infrequently.









**KEEP
CALM
AND
USE YOUR
TALENTS**





Being Somewhere Other than On Cloud 9...Instrument Proficiency



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Being Somewhere Other than on Cloud-9

Questions:

- What portion of the audience feels they are more instrument proficient today compared to when they took their instrument checkride?
- Should an instrument rating be required for night operations?
- Approximately how many hours of real IFR experience do we have in helicopters (pilots and CFII with less than 1500 hours TT)?
- If you were King or Queen, what instrument currency requirements would you mandate for IFR certified helicopter pilots?



So Others May Live

Denver Fletcher's unforgettable Experience

Questions:

-How many in the audience has ever felt pressured to fly?

-How many in the audience has experienced spatial disorientation?

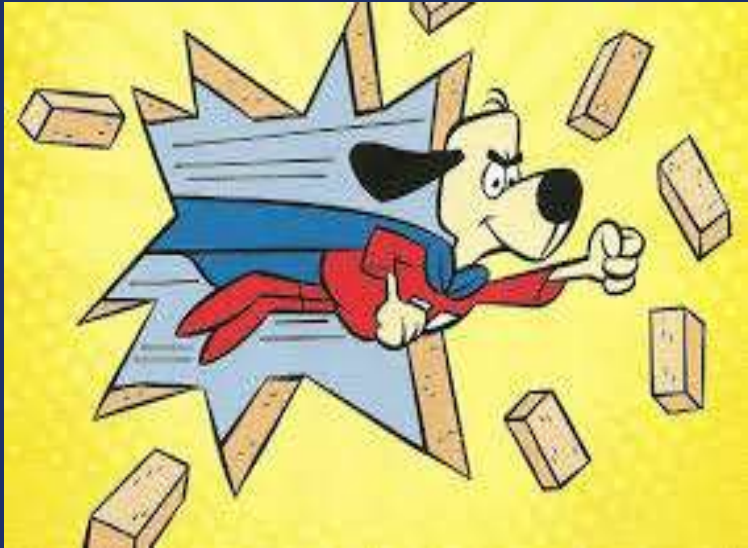
-Do you peek while training on instruments?



Staying on “track” for mitigating Inadvertent-IMC



UNDERDOGS

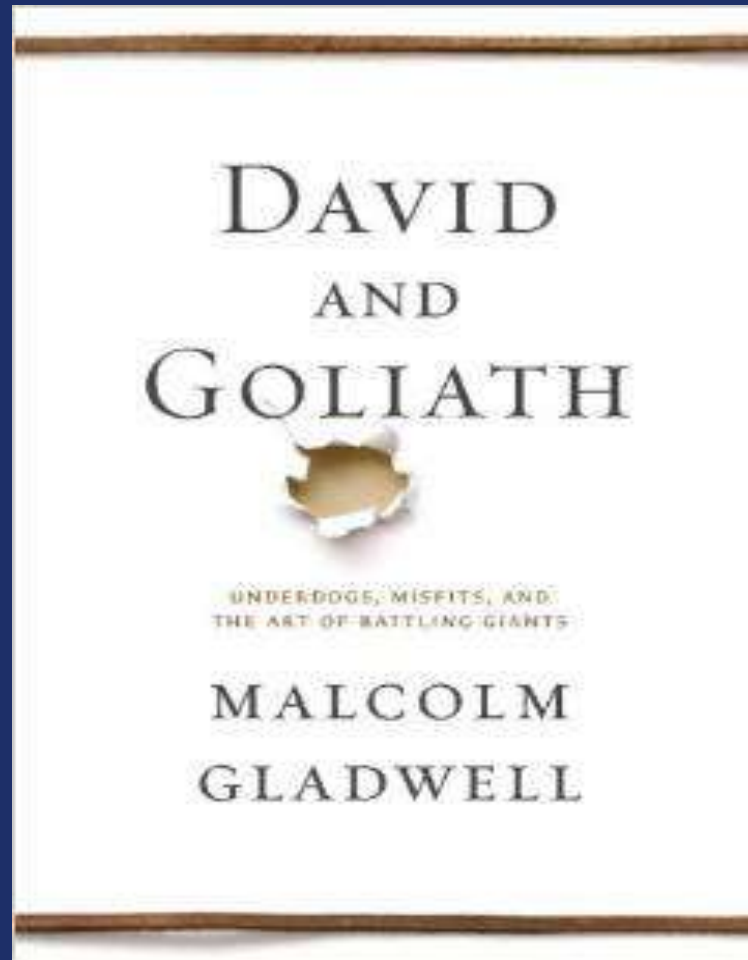


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Underdog...David or Goliath?



Friendly Giants...



The Unfriendly Giant in our Industry...I-IMC

When good weather goes bad

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When will we embrace the need to maintain instrument proficiency for winning the underdog fight against Mother Nature?

Whoever thought...

....paying more per ounce for bottled water compared to soda would become reality.

....that tapping on a smart phone would become our favorite past time.

....a lady's purse would be a luxury item.

....flying in the clouds would ever become reality let alone safe.



Pitfalls and “Best Practices”



Pitfalls experienced on Instrument Checks

- Persistently exceeding tolerances
- Lack of Situational Awareness (SA)
- Lack of SOPs



“Best Practices” on Instrument Checks

- **Single Pilot Resource Management**
- **Being PIC and not a passenger**
- **Standard Instrument Approach briefings**
- **Using 5-Ts at every turn**
- **Appropriate Checklist Usage**



Instrument Approach Briefing “NOTAMS”

- **N** = Numbers (Com & NAV frequencies)
- **O** = Obstacles
- **T** = Turns (outbound, inbound and final approach)
- **A** = Altitudes (outbound, inbound, DH/DA or MDA)
- **M** = Missed Approach Point & Procedure
- **S** = Special ATC Instructions



Memory Items for Instrument Approaches

1. Final Approach Course
2. "How Low Can We Go"
3. 1st SEGMENT of the missed approach



5-Ts...maybe more

- T = Turn
- T = Time
- T = Tune
- T = Throttle (altitude)
- T = Talk

Slow and Sequentially...it's not a race



Sparky's "Top 5" Instrument Tips

1. Brief the approach "before" you shoot the approach
2. Load an instrument approach for the airport/heliport you're departing
3. Say "NO" when something doesn't feel right
4. Practice Instrument Takeoffs
5. Be convinced you're going missed



Operation Cloud-Bound Club (OCBC)

Monthly Challenge:

(2) Instrument Approaches

(4) Instrument Takeoffs

(2) Hours of instrument hood work



Terms & Conditions (the fine print)

- Helicopter rated safety pilot, CFI or CFII onboard
- In 200 words or less, tell me how being instrument proficient has made you a better and more confident pilot
- Show me a copy of your SOP for briefing an instrument approach
- If conducted in an AATD or FTD, double the monthly requirements
- Promise to use your 5-Ts
- Promise to never shoot an instrument approach unless you fully brief it
- You cannot skip a month, but if some tasks are incomplete they carry forward
- Provide documentation to me by 12/31/2015
- Steve Sparks is the final determiner of all gray areas not discussed or mentioned in this agreement...no back talk



Questions



Contact Information

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