



LET'S GO FLYING



THIS IS A FORMAL PRESENTATION OF THE DRUG
DEMAND REDUCTION PROGRAM
CIVIL AIR PATROL

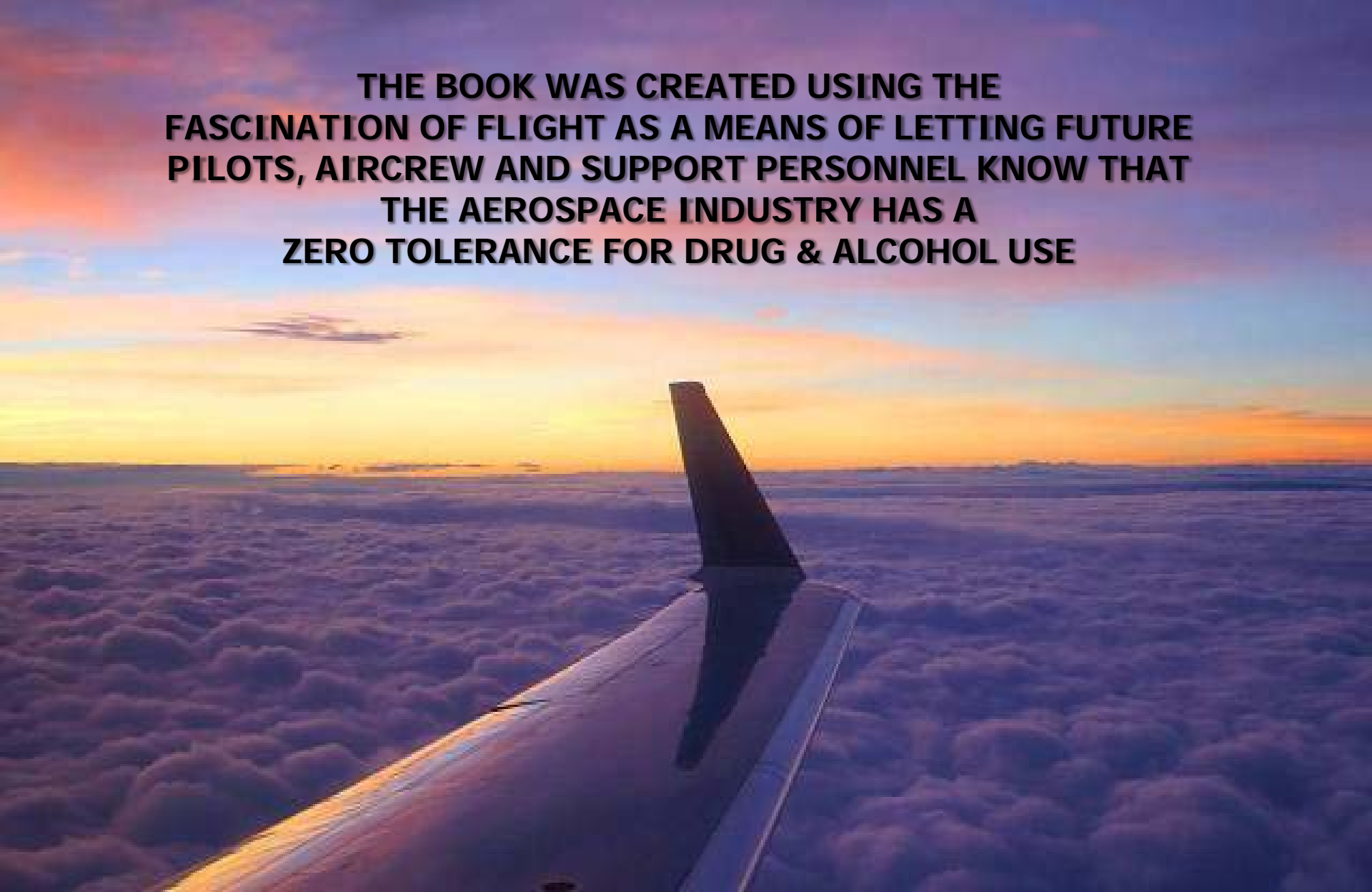




LET'S GO FLYING



**THE BOOK WAS CREATED USING THE
FASCINATION OF FLIGHT AS A MEANS OF LETTING FUTURE
PILOTS, AIRCREW AND SUPPORT PERSONNEL KNOW THAT
THE AEROSPACE INDUSTRY HAS A
ZERO TOLERANCE FOR DRUG & ALCOHOL USE**





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THIS DRUG DEMAND REDUCTION PUBLICATION HAS SIX MAJOR OBJECTIVES





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OBJECTIVE ONE: TO MAKE FUTURE PILOTS AWARE THAT THE AEROSPACE INDUSTRY HAS A ZERO TOLERANCE FOR DRUG AND ALCOHOL ABUSE





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OBJECTIVE TWO: TO MAKE FUTURE PILOTS AWARE THAT FROM THE TIME A DRIVER'S LICENSE IS ISSUED, THE NATIONAL DRIVER REGISTRY WILL HAVE A RECORD OF ANY DRUG OR ALCOHOL-RELATED CONVICTION. THE FEDERAL AVIATION ADMINISTRATION ALSO HAS ACCESS TO THIS INFORMATION





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OBJECTIVE THREE: TO MAKE ALL FUTURE PILOTS AWARE THAT THEIR LICENSES (CERTIFICATES) ARE DIRECTLY LINKED TO THE MEDICAL CERTIFICATE. IF THE MEDICAL EXAMINATION IS FAILED, THE PILOT IS GROUNDED





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OBJECTIVE FOUR: TO MAKE FUTURE PILOTS AWARE THAT WHEN OPERATING AN AIRCRAFT THEY MUST BE IN THE SAME, OR BETTER, PHYSICAL CONDITION THAN THEY WERE DURING THEIR LAST PHYSICAL EXAMINATION. THIS INCLUDES RANDOM DRUG AND ALCOHOL TESTING





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OBJECTIVE FIVE: TO MAKE EVERYONE AWARE THAT ALCOHOL AND DRUG IMPAIRMENT ENDANGERS LIVES BOTH IN THE AIR AND ON THE GROUND





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**OBJECTIVE SIX: TO MAKE FUTURE PILOTS AWARE THAT FLYING IS A PRIVILEGE.
AMERICA IS A LEADER IN WORLD AIRPOWER & IT IS VITAL THAT WE MAINTAIN
SUPREMACY IN AEROSPACE SCIENCE & TECHNOLOGY**





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THE *LET'S GO FLYING* BOOK HAS SIX PARTS (chapters). EACH PART HAS THE EXCITEMENT OF FLIGHT AND AN IMPORTANT ANTI-DRUG MESSAGE.





LET'S GO FLYING

PART ONE – INTRODUCTION TO THE WORLD OF AVIATION – YOUR FIRST FLIGHT ON A COMMERCIAL AIRLINER



LEARNING OUTCOMES: Upon completion of this part, the learner should know:

- How to deal with prescription drugs and airport security
- Ticket purchase and the processing of boarding passes
- The value of courtesy and a good attitude while traveling
- How to cope with TSA and National Security screening
- How to use a camera and airline photography as a rewarding hobby
- The parts of an airliner and the technology of a wing in flight
- Luggage security



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- TEACHING PART ONE: THE DRUG ISSUE

It is recommended that the Instructor first address the drug issues involved in commercial aviation. This can be done by using an easel with the following written in bold using a marker pen:

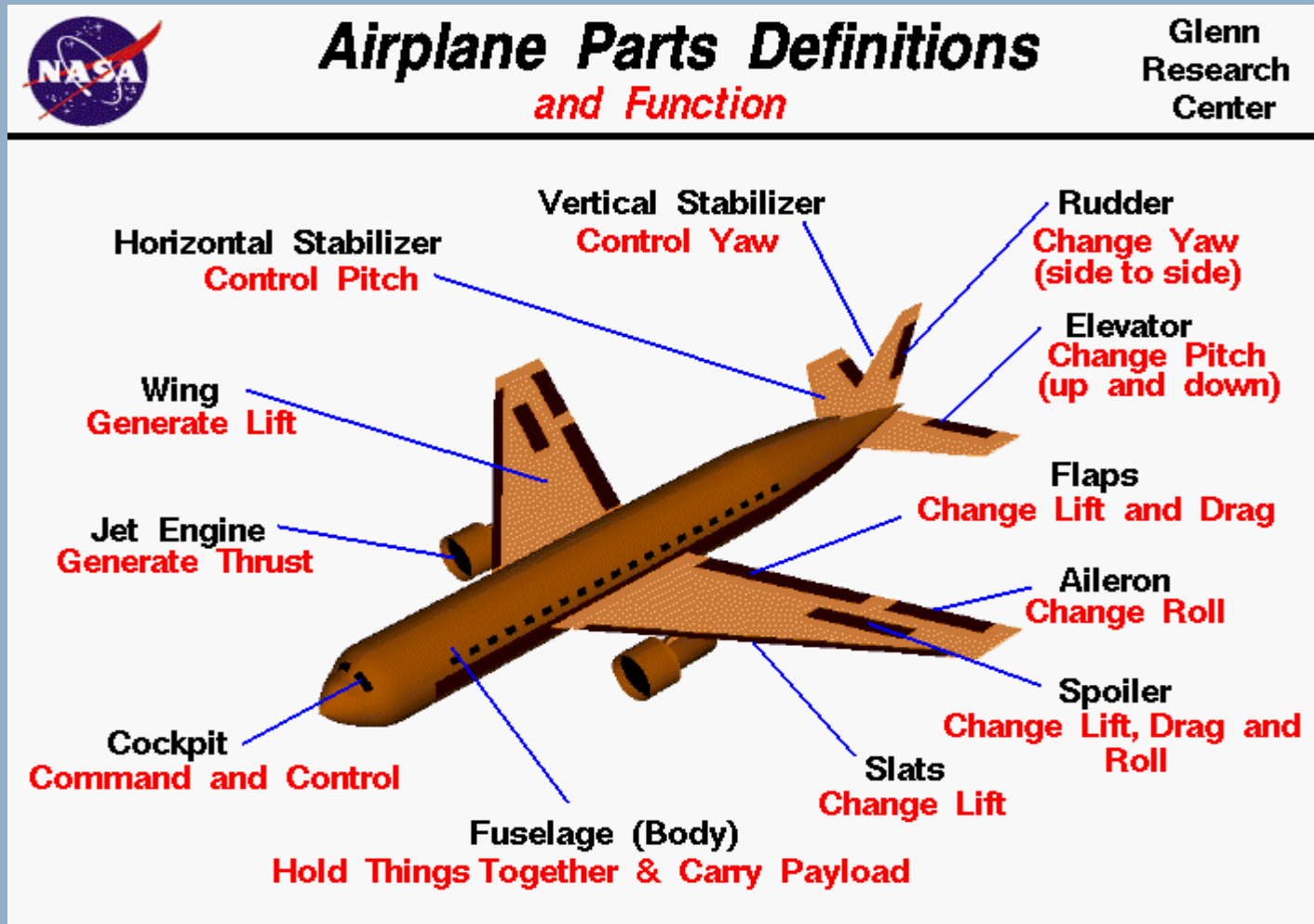
- Consider prescription drugs before taking them on a trip.
- Consult the family physician about how to carry a legal drug.
- Consider the consequences of lost luggage. Can you go for extended periods of time without a prescription drug?
- Can you get a prescription filled at your destination.
- If you must take a prescription drug into a foreign country, how would a refill be made in the event luggage is delayed or lost.
- If you have a prescription that is considered to be a narcotic, such as pain-killers, ask the family physician about carrying a letter explaining your situation and all of the contact information necessary in the event it becomes a problem.



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TEACHING PART ONE—THE NOMENCLATURE OF AN AIRLINER



It is important that Cadets & students learn these components.



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TEACHING PART ONE—THE TECHNICAL NOMENCLATURE

Using images in the **LET'S GO FLYING** text, such as this 737, identify the parts of one or more airliners and discuss their function





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TEACHING PART ONE - THE NOMENCLATURE OF THE WING. USING THE TEXT, HAVE CADETS & STUDENTS KNOW THESE BY MEMORY





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TEACHING PART ONE - Using the sequence shown in the text, go completely through the flight profile from takeoff to landing





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PART ONE - THIS MAY SOMEDAY BE THE STUDENT'S OFFICE





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PART TWO IS ABOUT DREAMS AND DISCOVERIES





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PART TWO – SO YOU WANT TO LEARN HOW TO FLY – THIS IS YOUR INTRODUCTION TO ACTUAL FLIGHT TRAINING





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Part Two has the following learning outcomes. Upon completion of this part, the learner should know:

The pilot's certificate is only valid when accompanied by a Medical Certificate.

Over-the-counter drugs can impair pilot performance and the side-effects can make flying an airplane unsafe.

The nomenclature of a training aircraft

The three axes and the control surfaces that move an aircraft around those axes.

The basic instruments

The basic cockpit

The airport traffic pattern system

The various kinds of pilot certificates

The International Phonetic Alphabet

The complete flight profile

The history of the Wright brothers and how they achieved controlled and sustained flight.

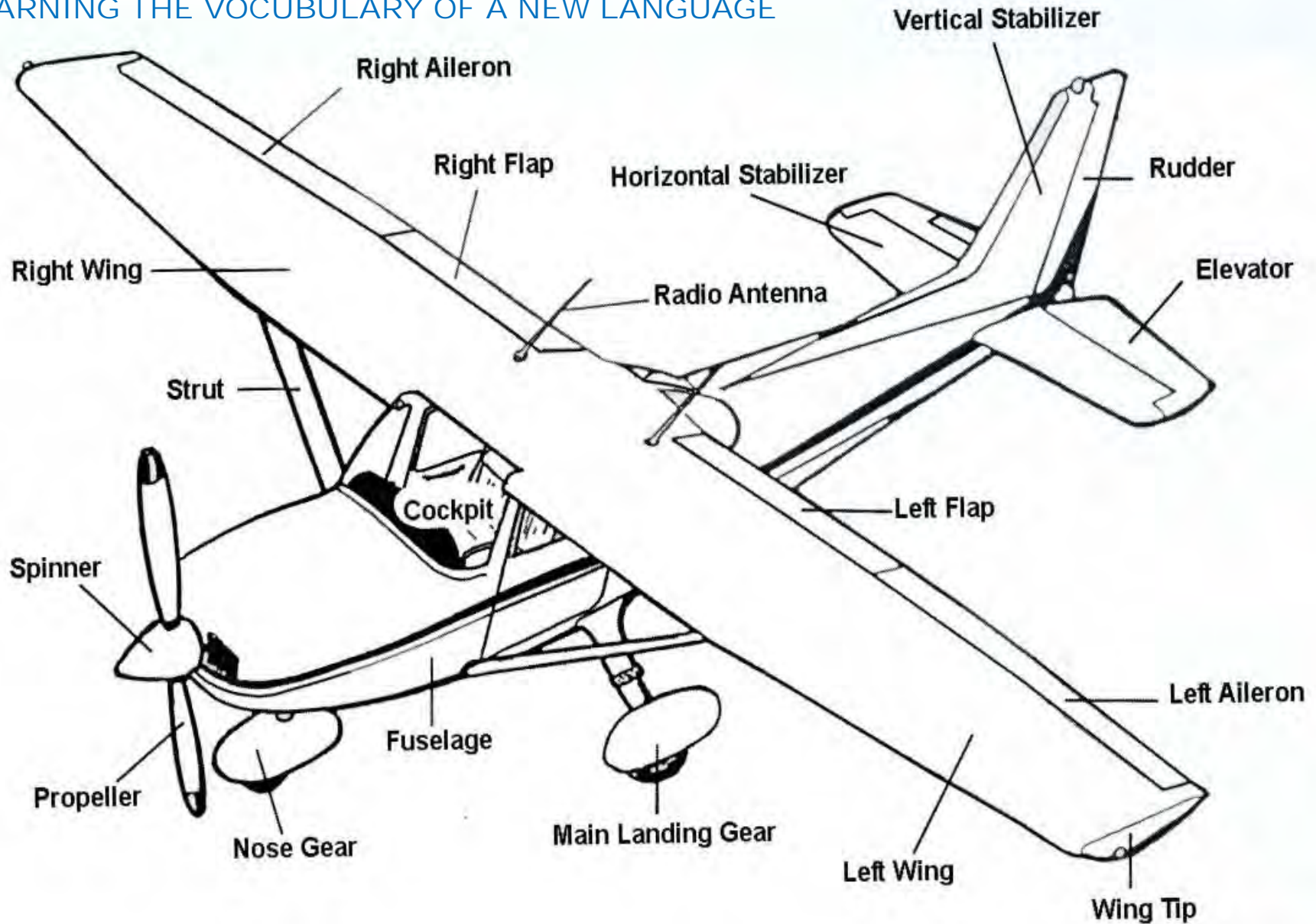
The cross-application of control and how it applies to a training airplane.



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LEARNING THE VOCUBULARY OF A NEW LANGUAGE



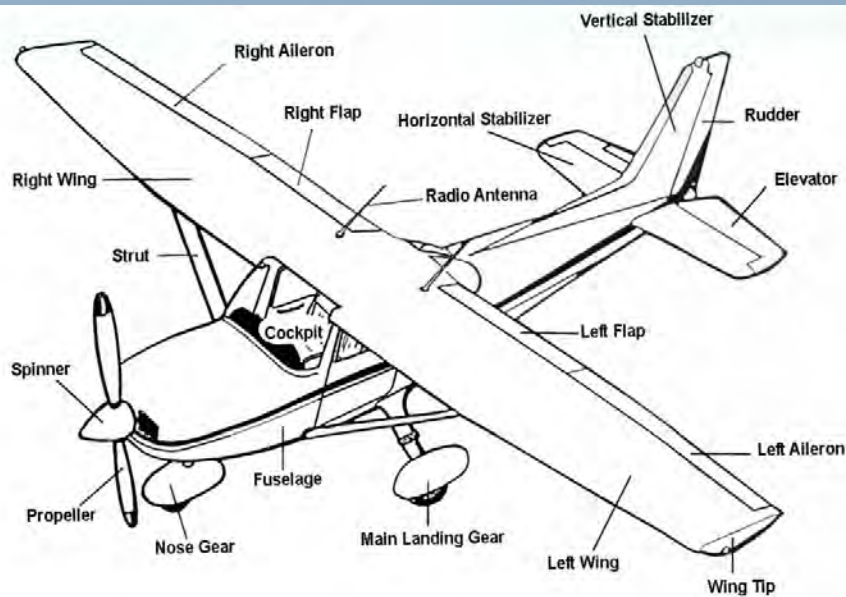


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When the learner studies an airplane they soon realize that it is not a flying car. This can be a great item of discussion.

The instructor should emphasize that an airplane operates in three dimensions





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THE SECRET IS CONTROL.

ONCE THE WRIGHTS MASTERED CONTROL, THEY ADDED POWER AND WERE ABLE TO SUSTAIN THEIR FLIGHT. FLYING IS THE ART OF CONTROLLING AN AIRCRAFT IN THREE DIMENSIONS.





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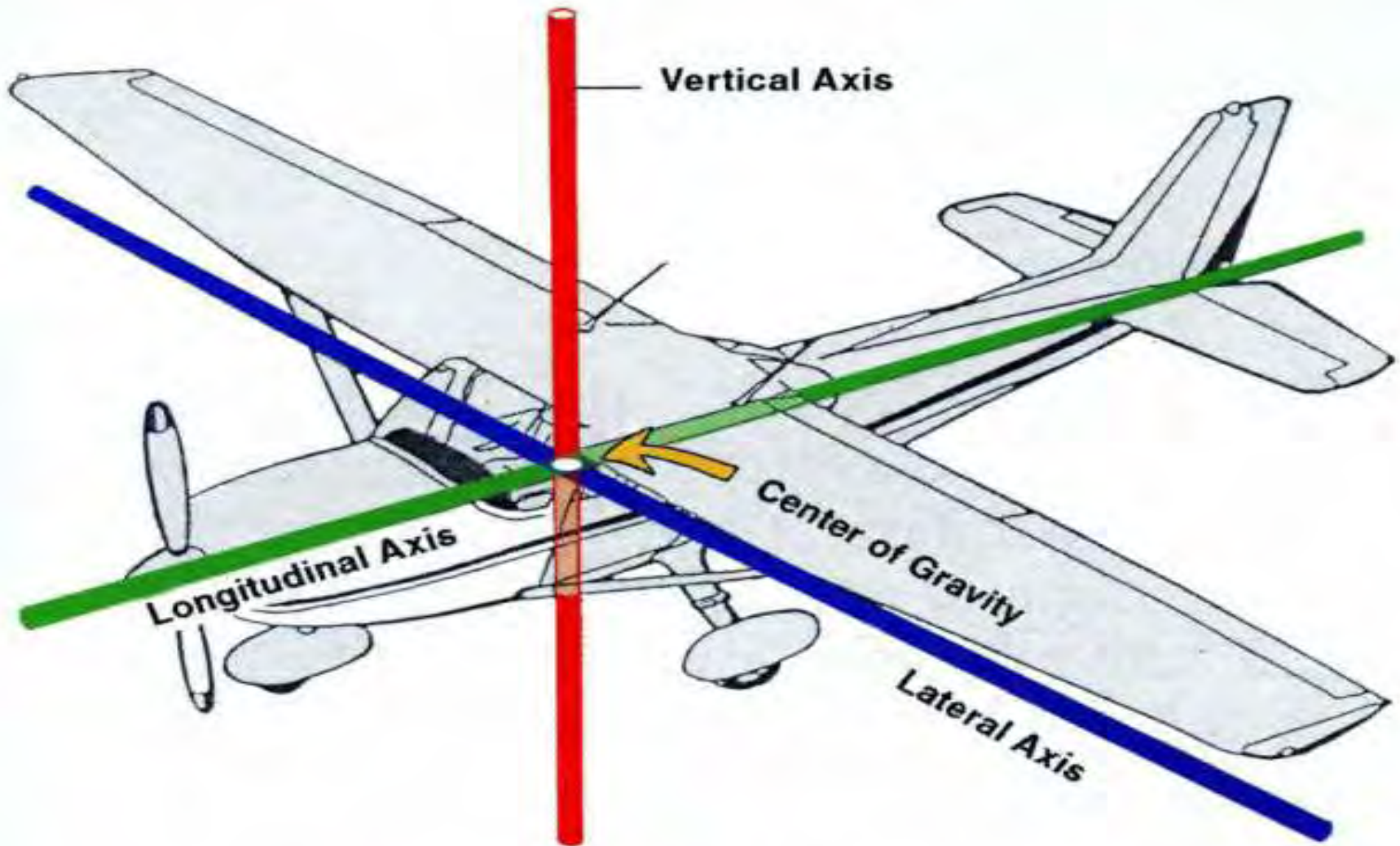


THIS IS WHERE IT ALL BEGAN The small white line is the actual site of the first flight near Kittyhawk, North Carolina.





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The Three Axes Of An Airplane

FLYING IS THE ART OF CONTROLLING THE AIRPLANE AROUND THE THREE AXES,
LONGITUDINAL LATERAL VERTICAL



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CONTROL OF **ROLL**, A MOVEMENT AROUND THE LONGITUDINAL AXIS, AND **PITCH**, A MOVEMENT AROUND THE LATERAL AXIS, IS DONE WITH EITHER OF THESE TWO YOKES



BY MOVING THE RUDDER PEDALS, A PILOT CAN CONTROL **YAW**. THIS IS A MOVEMENT ABOUT THE AIRPLANE'S VERTICAL AXIS.





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THE PILOT OF THIS F-86 SABRE IS ROLLING THE AIRCRAFT AROUND ITS LONGITUDINAL AXIS



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THIS AIRBUS A-319 IS IN A PITCH-UP ATTITUDE ON TAKE OFF.
PITCH IS ROTATION ABOUT THE LATERAL AXIS



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AIRPORTS, LIKE THIS ONE AT DAYTONA, FLORIDA, HAVE
REQUIRED TRAFFIC PATTERNS FOR THE ARRIVAL AND
DEPARTURE OF AIRCRAFT



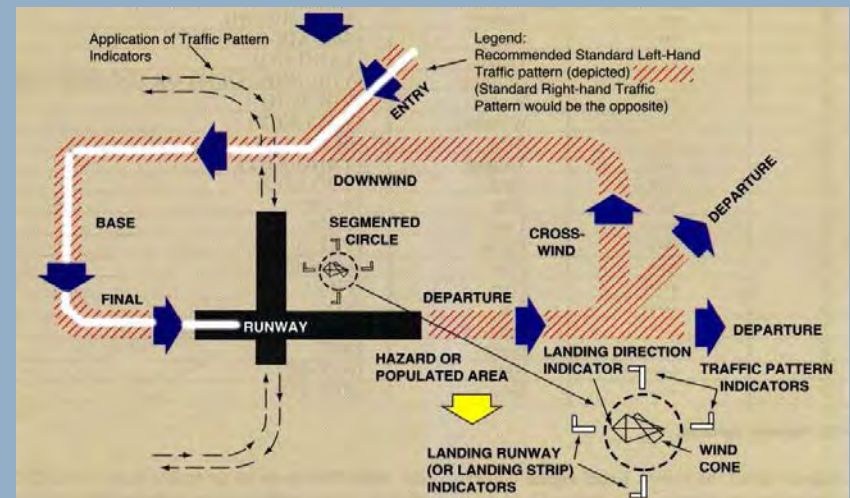
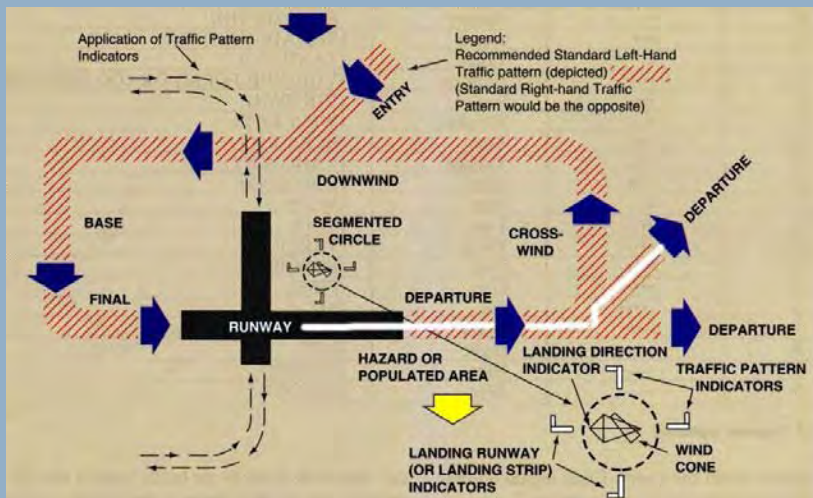


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A STANDARD DEPARTURE CAN BE SEEN IN THIS ILLUSTRATION USING THE WHITE LINE AS A GUIDE. IF THE AIRPORT DOES NOT HAVE A CONTROL TOWER, THE PILOT WILL INITIATE A **TAKE-OFF** ROLL ON THE RUNWAY AND AT AN ALTITUDE OF ABOUT 400 FEET, WILL TURN LEFT ON TO THE **CROSSWIND** LEG. THE PILOT WILL MAKE SURE THAT IT IS SAFE TO LEAVE BY LOOKING AROUND FOR OTHER AIRCRAFT. ALMOST IMMEDIATELY, THE PILOT WILL BANK THE AIRCRAFT TO THE RIGHT ONTO THE **DEPARTURE** LEG AND LEAVE THE PATTERN.

ASSUMING THE AIRPORT DOES NOT HAVE A CONTROL TOWER, THE PILOT ENTERS THE TRAFFIC PATTERN ON THE "**ENTRY**" PORTION OF THE WHITE LINE. THE ENTRY IS MADE AT AN ALTITUDE OF 1000 FEET ABOVE THE FIELD'S ELEVATION. ONCE THE PILOT MAKES SURE THAT IT IS SAFE, ENTRY WILL BE MADE INTO THE **DOWNWIND** LEG PARALLEL TO THE RUNWAY. APPROXIMATELY $\frac{1}{4}$ MILE FROM THE RUNWAY'S EDGE, THE PILOT TURNS LEFT ONTO THE **BASE** LEG. AT THE CORRECT ALIGNMENT POSITION, THE PILOT WILL AGAIN TURN LEFT AND ENTER THE FINAL **APPROACH** FOR LANDING.





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KATY CZARNOWSKY, A COLLEGE STUDENT AT COLORADO STATE UNIVERSITY, TAKES THE READER ON A DISCOVERY FLIGHT IN A CESSNA 172. HER INSTRUCTOR IS BILLY MITCHELL, RECIPIENT OF THE EAA'S **SPIRIT OF FLIGHT** AWARD FOR 2008





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DURING HER DISCOVERY FLIGHT, KATY FLEW TWO COMPLETE TRAFFIC PATTERNS. AT THE END OF THE FLIGHT, SHE WAS GIVEN A BRAND NEW LOG BOOK WITH 0.5 HOURS LEGALLY ENDORSED BY MR. MITCHELL. A COMPLETE DESCRIPTION OF HER ADVENTURE IS GIVEN IN THE BOOK, WITH A TOTAL OF 28 IMAGES TO HELP THE INSTRUCTOR EXPLAIN MORE ABOUT A DISCOVERY FLIGHT





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KATY'S NEXT FLIGHT IS WITH CAPT. MITCHELL IN HIS ACROSPORT II BIPLANE. IF KATY CONTINUES WITH FLIGHT TRAINING, SHE WILL ALSO HAVE TO MAINTAIN AT LEAST A THIRD CLASS MEDICAL CERTIFICATE THROUGHOUT HER CAREER. THIS MEANS STAYING IN GOOD PHYSICAL CONDITION AND NO DRUGS THAT MIGHT COMPROMISE HER FLYING SKILLS.





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PART THREE-SPECIAL PROGRAMS FOR YOUR AVIATION INTEREST

This PART showcases several programs that are available to young adults. Activities such as summer camps emphasize both PHYSICAL FITNESS and AVIATION





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Part Three has the following learning outcomes. Upon completion of this part, the learner should know that:

There are many wonderful opportunities available for anyone who loves airplanes and is considering an aviation career.

Staying **healthy, strong, focused, committed and drug free** are absolutely necessary to have a career in an industry that has a zero tolerance for substance abuse.

Civil Air Patrol offers one of the finest aviation/aerospace achievement programs in the world.

Civil Air Patrol offers young adults an opportunity to learn to fly gliders in summer encampments.

Civil Air Patrol also offers young adults an opportunity to learn to fly powered aircraft.

There are opportunities for Civil Air Patrol Cadets to participate in Emergency Services including Search & Rescue and National Security programs.

There are numerous other outstanding, aviation-related programs. These include the EAA, FAA Magnet Schools, 4H Aerospace, Air Force Junior ROTC, Aviation Explorers and day camps such as the one at Oklahoma University for children as young as 4 years old through Senior Citizens.

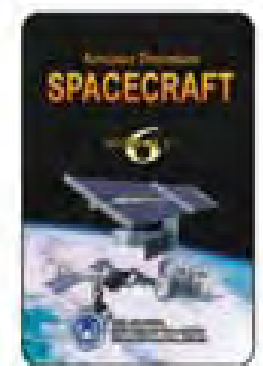
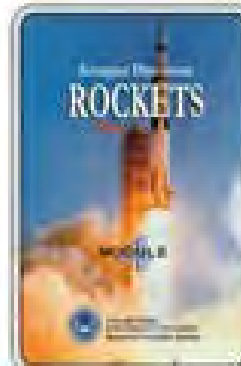
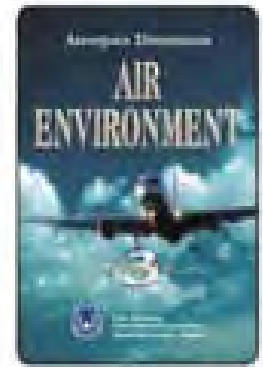
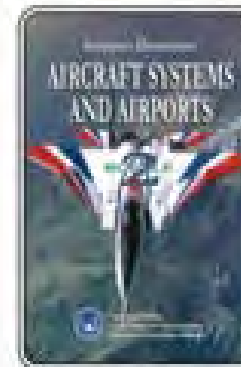
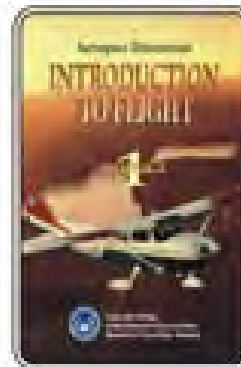
There are hundreds of scholarships available to help young adults finance their flight training and college expenses.



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CIVIL AIR PATROL'S AEROSPACE EDUCATION PROGRAMS OFFER A COMPLETE CURRICULUM OF AERONAUTICAL KNOWLEDGE AS WELL AS NUMEROUS HANDS-ON FLYABLE ACTIVITIES





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CIVIL AIR PATROL CADETS GET TO PARTICIPATE IN THE EMERGENCY SERVICES MISSION INCLUDING SEARCH & RESCUE





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PHYSICAL FITNESS IS AN IMPORTANT PART OF CIVIL AIR PATROL'S CADET AND DRUG DEMAND REDUCTION PROGRAMS





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EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) AIR ACADEMY
SUMMER CAMPERS GET TO FLY IN BOTH FIXED WING AND
HELICOPTER AIRCRAFT





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EAA AIR ACADEMY ADVANCED CAMPERS GET TO HELP WITH THE WORLD'S PREMIER AIR SHOW HELD ANNUALLY IN OSHKOSH, WISCONSIN





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A PROGRAM AT OKLAHOMA UNIVERSITY OFFERS AN AEROSPACE SUMMER DAY CAMP FOR AGES FOUR THROUGH SENIOR CITIZENS





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PART THREE OFFERS SEVERAL WEB SITES THAT GIVE AVIATION AND AEROSPACE PROBLEMS THROUGHOUT THE WORLD. ONE, KNOWN AS *BEST AVIATION DIRECTORY*, LISTS AN INCREDIBLE 1261 SCHOOLS, COLLEGES AND UNIVERSITIES

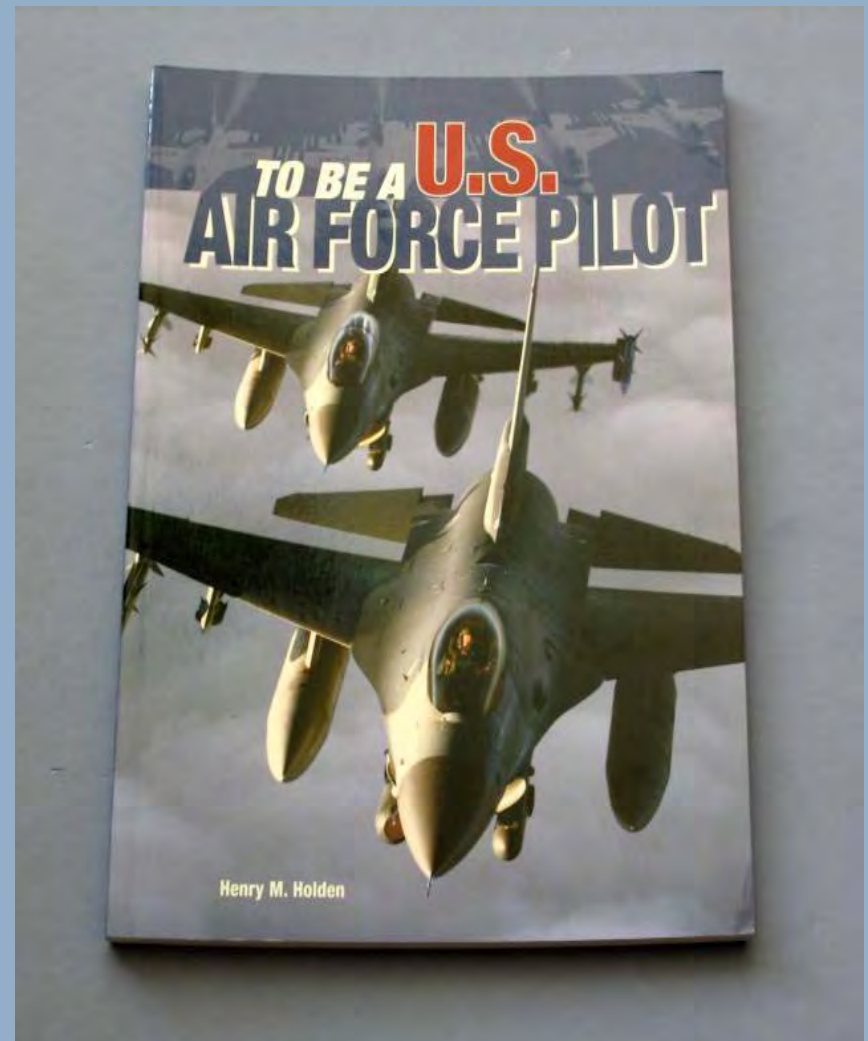
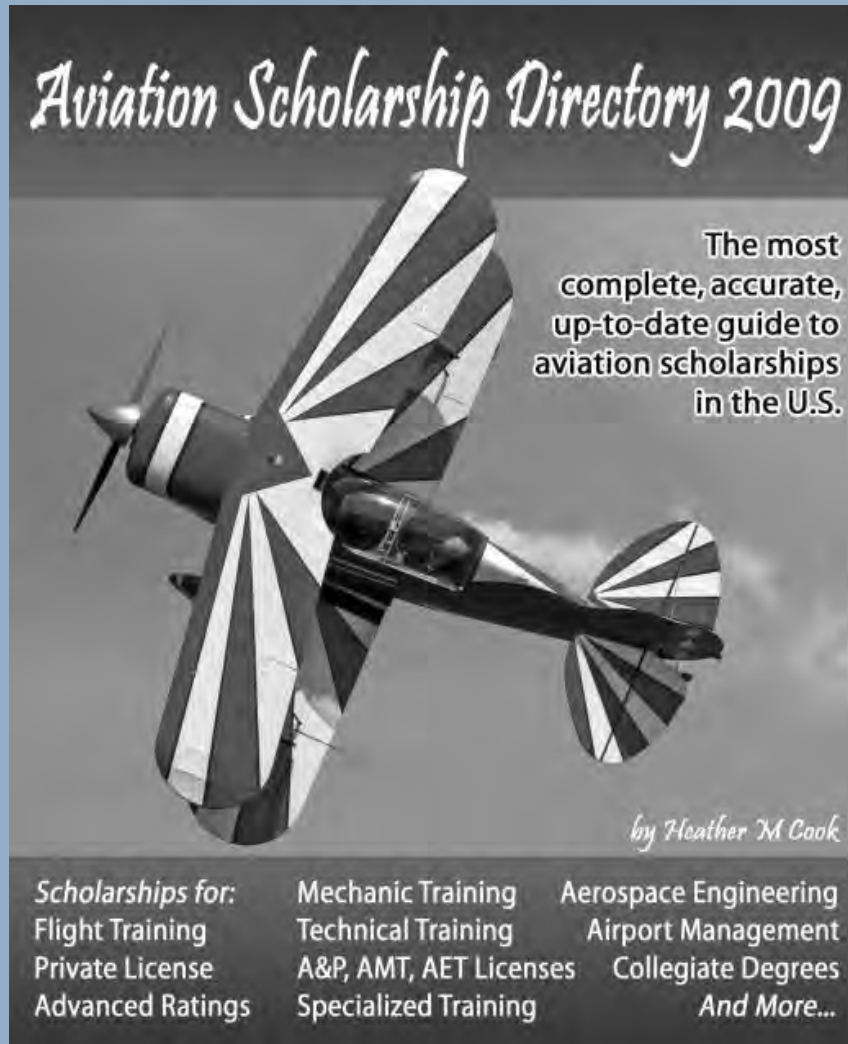




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PART THREE RECOMMENDS SEVERAL BOOKS FOR CAREER GUIDANCE





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PART FOUR-FUN THINGS YOU CAN DO WITH AN INTEREST IN AVIATION





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Part Four has the following learning outcomes. Upon completion of this part, the learner should know:

Many hands-on alternatives exist that are related to aviation & flight

Staying sober and drug free are absolutely necessary when building models, flying models, parasailing or skydiving indoors!

Building models helps build self-esteem.

Radio control help develop real pilots skills.

Building models is a way to study the rich history of aerospace.

Very often **drug dealers will target places** where young adults are involved in model flying and air shows. This book makes the Cadets and students aware of this and gives them an incentive to say no to these predators.

Air show audiences get to experience the glamour and glory of American airpower.



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NATIONAL CHAMPION, DEKKER ZIMMERMAN TELLS THE READER HOW MODEL BUILDING HELPS BUILD SELF ESTEEM AND HOW IT CAN GIVE YOUNG AVIATION ENTHUSIASTS AN ALTERNATIVE TO EXPERIMENTING WITH DRUGS & ALCOHOL





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AVIATION PHOTOGRAPHY CAN BE A VERY REWARDING HOBBY





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RATHER THAN RISK CRASHING A RADIO CONTROL AIRPLANE WORTH HUNDREDS,
THE BOOK TELLS THE READER ALL ABOUT RADIO CONTROL FLIGHT SIMULATORS!





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THEY LEARN QUICKLY!



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IF YOU CRASH YOUR P-51, HIT THE SPACE BAR AND START OVER!





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IF YOU HAVE TO HAVE THE REAL THING, THERE'S ALWAYS A
\$3,000 WARBIRD!





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IF YOU GO ON A FAMILY VACATION, TRY PARASAILING!





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YOU DON'T HAVE TO JUMP OUT OF A PERFECTLY GOOD AIRPLANE, YOU CAN NOW GO INDOOR SKYDIVING!





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WHAT ABOUT AN AIR SHOW ... FOR LITTLE WARBIRDS!





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OR MAYBE AN AIR SHOW FOR Warbirds of the Future





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WHAT ABOUT AN AIR SHOW FOR "FIRE BIRDS?"





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PART FIVE-GETTING YOUR TICKET & PASSING YOUR MEDICAL

THIS UNIT COVERS THE REQUIREMENTS AND QUALIFICATIONS FOR GETTING A PILOT'S CERTIFICATE FROM STUDENT TO ATP





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Part Five has the following learning outcomes. Upon completion of this part, the learner should know:

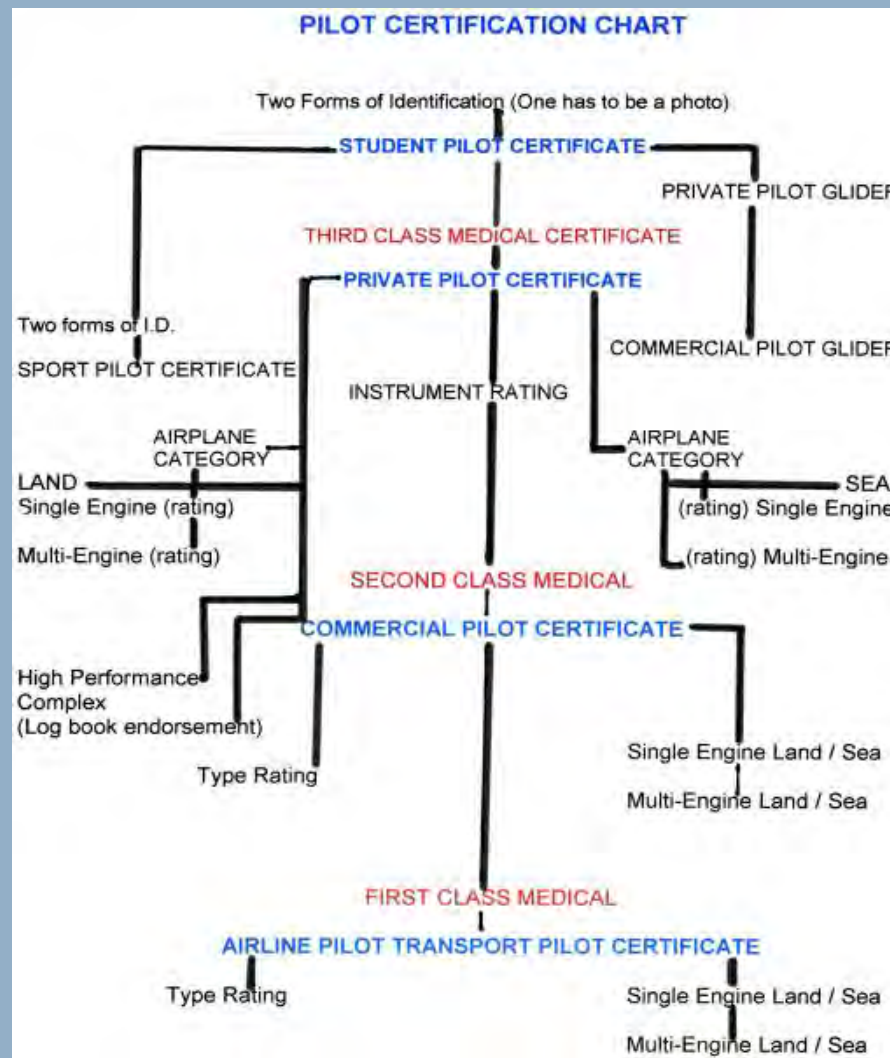
- The governing body of all aviation is known as the Federal Aviation Administration (FAA).
- Federal Aviation laws are known as the FARs.
- A pilot's license is correctly known as a Pilot Certificate.
- Part 61 of the FARs requires all personnel performing pilot duties to hold a current, valid medical certificate.
- There are three classes of medical certification, 1st, 2nd, 3rd.
- English is the standard language for aviation world wide.
- Only a certificated flight instructor is qualified to give flying lessons.
- The cost of getting all pilot certificates up to flight instructor is now close to \$45,000.



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THIS CHART CLEARLY SHOWS THE IMPORTANCE OF THE MEDICAL CERTIFICATION IN A PILOT'S CAREER





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PART FIVE FEATURES AN EXCLUSIVE INTERVIEW WITH THE DIRECTOR OF THE FAA' S AIRMAN MEDICAL CERTIFICATION, DR. WARREN SILBERMAN





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PART SIX - INTERVIEWS WITH AVIATION PROFESSIONALS





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THE LEARNING OUTCOMES OF PART FIVE INVOLVE THE PERSONAL STORIES OF SIX AMERICAN PILOTS WHO HAVE FOUND REWARDING CAREERS IN THE FIELD OF AVIATION **WITHOUT DRUGS AND ALCOHOL**. EACH PILOT HAS A DEDICATED PHYSICAL FITNESS PROGRAM . THEY ARE ALL OUTSTANDING ROLE MODELS FOR YOUNG ADULTS.





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LT. COL. RON GENDRON



LOCKHEED C5 GALAXY





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LT.COL. PAT HANLON



F-16 FALCON





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FIRST OFFICER ADAM WRIGHT
(FORMER CAP CADET)



ATLANTIC SOUTHEAST
CANADAIR CRJ-700





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CAPT. RANDY TRUJILLO



BOEING 767 UNITED





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CAPT. RICK VIGIL



CITATION NETJETS





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MAJ. GEN. TANDY BOZEMAN
(Former CAP Cadet)

C-130 FIRE BOMBER





NOW...LET'S GO FLYING



TAKE OFF ON A NEW ADVENTURE – STAY SHARP, STAY FIT,
STAY COMMITTED, STAY DRUG-FREE AND YOU'LL MAKE
IT!

