

PRE –SOLO EXAMINATION – MASTER QUESTION LIST

NOTE – your pre- solo exam questions will be selected from the following list. If you are able to answer all of the following questions correctly, your pre-solo written will be straightforward.

- 1. What do you do, if approaching another glider head on?**
 - (1) Both gliders shall alter heading to the left.
 - (2) Both gliders shall alter heading to the right.
 - (3) The glider on the right shall descend.
- 2. When gliders are converging at the same altitude, which one has the right of way?**
 - (1) The glider with the other on its right must give way.
 - (2) The glider which first sees the traffic must alter course.
 - (3) The glider with the highest sink rate has the right of way.
- 3. When two aircraft are converging at approximately the same altitude, which statement applies?**
 - (1) Gliders shall give way to helicopters.
 - (2) Airplanes shall give way to helicopters.
 - (3) Helicopters shall give way to airplanes.
 - (4) Helicopters shall give way to gliders.
- 4. When two aircraft are converging at approximately the same altitude, which statement applies?**
 - (1) Gliders shall give way to helicopters.
 - (2) Airplanes shall give way to helicopters.
 - (3) Helicopters shall give way to aircraft.
 - (4) Gliders shall give way to balloons.
- 5. When converging at approximately the same altitude:**
 - (1) Balloons shall give way to gliders.
 - (2) Airplanes towing gliders shall give way to balloons.
 - (3) Balloons shall give way to gliders.
 - (4) Balloons shall give way to airships.
- 6. You are about to overtake another glider. On which side do you pass the other glider?**
 - (1) On the left.
 - (2) Either side.
 - (3) On the right.
- 7. On the downwind leg, you see a glider at a lower height. Which glider has the right of way?**
 - (1) The glider with higher performance.
 - (2) The lower glider.
 - (3) The glider closer to the runway.

8. **When two aircraft are converging at approximately the same height, which statement applies?**
- (1) Gliders shall give way to helicopters.
 - (2) Airplanes shall give way to power driven heavier than air aircraft.
 - (3) Gliders shall give way to airplanes.
 - (4) Power driven heavier than air aircraft shall give way to gliders.
9. **If cloud base is 5,000 feet above ground (measured), how high are you allowed to fly?**
- (1) 5,000 feet.
 - (2) 3,500 feet.
 - (3) 4,500 feet.
 - (4) As long as you can see the ground.
10. **If you are 700 feet above ground level, the minimum flight visibility to operate VFR at SOSA is**
- (1) one mile.
 - (2) five miles.
 - (3) no restriction once you can see the ground.
 - (4) three miles.
11. **You release from tow over SOSA at 2,000 feet above ground. You are therefore in Class _____ airspace?**
- (1) Class F airspace.
 - (2) Class A airspace.
 - (3) Class E airspace.
 - (4) Class B airspace.
12. **Your radio transmissions are reported READABILITY THREE. This means that your transmissions are**
- (1) Readable now and then.
 - (2) Readable with difficulty.
 - (3) Readable.
 - (4) Perfectly readable.
13. **The North end of a runway oriented North and South is numbered**
- (1) 09
 - (2) 36
 - (3) 18
 - (4) 27
14. **Except for ultra light airplanes and balloons, which documents shall be carried on board when flying a radio equipped Canadian privately registered aircraft? Items A, B and:**
- A. Certificate of Airworthiness or Flight Permit.
 - B. Certificate of Registration.
 - C. Technical Log.
 - D. Crew licences
 - E. Radio Operators Certificate.
 - F. Type Certificate.
 - G. Aircraft Journey Log, unless otherwise authorized by the Minister.
 - H. Proof of Liability Insurance.

- (1) C, D, E, G.
- (2) C, D, F, H.
- (3) D, E, F, G.
- (4) D, E, G, H.

15. The holder of a Student Pilot Permit may for the sole purpose of the holder's own flight training act as PIC of a glider

- (1) Only when accompanied by a flight instructor.
- (2) By day and night.
- (3) By day only.
- (4) While carrying passengers.

16. You are at 6,000 feet above sea level over the junction of Hwy. 401 and Hwy 8. Are you:

- (1) In the Kitchener/Waterloo control zone?
- (2) Below the Kitchener/Waterloo control zone?
- (3) Above the Kitchener/Waterloo control zone?
- (4) Flying legally because control zones do not apply to gliders.

17. You awoke with a stuffy nose this morning and you took a couple of 'over the counter' cold pills to relieve your symptoms. Which of the following statements best represents your legal flying status?

- (1) You are legal to fly one hour after taking the cold pills.
- (2) You are legal to fly four hours after taking the cold pills.
- (3) You are legal to fly as soon as you feel better.
- (4) You should not fly unless your Aviation Medical Examiner has approved the medication you have taken.

18. Many common drugs such as cold tablets, cough mixtures, antihistamines and other over the counter remedies may seriously impair the judgement and coordination needed while flying. The safest rule is to

- (1) Read the manufacturers warning to ensure that you are aware of possible reactions to such drugs.
- (2) Take no medicine when you plan to fly, except on the advice of an aviation Medical examiner.
- (3) Allow at least 12 hours between taking any medicine or drugs and flying.
- (4) Allow at least 8 hours between taking any medicine or drugs and flying.

19. Canadian Aviation Regulations (CARs) state that after the consumption of any alcoholic beverage, no person shall act as a crew member of an aircraft within

- (1) 8 hours.
- (2) 12 hours.
- (3) 24 hours.
- (4) 36 hours.

20. **Clearing the ears on a rapid descent may be assisted by**
- (1) Swallowing
 - (2) Opening the mouth or yawning.
 - (3) A Valsalva manoeuvre.
 - (4) All of the above.
21. **With regard to fatigue, which statement is correct, according to the information in the “Medical Information” section of A.I.P. Canada.**
- (1) Fatigue or family problems do not influence tolerance to fatigue.
 - (2) Fatigue slows reaction time and causes foolish, inattentive errors.
 - (3) A fatigued person recuperates more quickly as altitude is gained.
 - (4) A fatigued person must have food immediately before and during flight.
22. **Any pilot who has had a general anaesthetic should not act as a flight crew member**
- (1) During the next 12 hours.
 - (2) During the next 36 hours.
 - (3) During the next 48 hours.
 - (4) Unless advised it is safe to do so by a Doctor.
23. **Relatively small amounts of alcohol affect tolerance to hypoxia (lack of sufficient oxygen). This tolerance**
- (1) Deteriorates with increase of altitude.
 - (2) Improves with increase of altitude.
 - (3) Is not affected by altitude change.
 - (4) Remains constant to 6,000 feet ASL.
24. **Which one of the following documents must be carried by a student pilot, when flying solo?**
- (1) SOSA waiver.
 - (2) Radio Operators licence.
 - (3) Area map.
 - (4) Student pilot permit.
25. **Which of the following documents must be carried by a Licensed glider pilot when flying as P1.**
- (1) SOSA waiver.
 - (2) Area map(s)
 - (3) Licence, Licence Validation Certificate and Radio Operators Licence, (if required)
 - (4) Glider Pilots log book.
26. **Is it legal for a student pilot to show up at SOSA mid week and go flying without an Instructor authorizing your flight?**
- (1) Absolutely. You have been authorized for solo local flying.
 - (2) The only regulatory requirement is that you must stay within 5 nautical miles of SOSA.
 - (3) You must receive prior approval from a SOSA instructor and sign the Pilot Training Log before you fly.

- 27. You are about to take off and you notice a large looped knot in the tow rope as slack is being taken up. What do you do?**
- (1) Release the tow rope immediately.
 - (2) Continue with the take off.
 - (3) The wing runner is in charge and will make the right decision.
 - (4) The Duty Instructor will stop the take off if there is any danger.
- 28. The towplane rocks its wings violently while towing you. What is your immediate action?**
- (1) Check that your dive brakes are closed.
 - (2) Release the tow rope immediately.
 - (3) Wait for the towplane to turn back towards the Club.
 - (4) Call the towplane on the radio to discuss the reason for wing rocking.
- 29. The towplane waggles its rudder. What would you do?**
- (1) Release the tow rope immediately.
 - (2) Move into low tow position.
 - (3) Check that your dive brakes are closed and locked.
 - (4) Retract the landing gear.
- 30. You are unable to release the towrope from the glider. An attempt to make radio contact has failed. What signal do you use to let the tow pilot know?**
- (1) Move into high tow position.
 - (2) Move into the low tow position.
 - (3) Open your dive brakes and rock your wings.
 - (4) Fly to the left hand side of the towplane, attempt to make eye contact with the tow pilot and rock your wings.
- 31. You see a gaggle of gliders turning to the right in a thermal straight ahead. How do you join the thermal?**
- (1) Speed up to quickly penetrate the sink on the outside of the thermal, pull up sharply and turn into whichever wing lifts first in the thermal core.
 - (2) Wait until all gliders in the thermal are above you and join below them by turning to the left.
 - (3) Get into the core of the thermal and turn hard right inside the other gliders.
 - (4) Wait until you see an opportunity to enter the thermal by turning to the right and position yourself 180 degrees opposite any glider at the same altitude in the thermal.
- 32. You are well positioned in a strong thermal, another glider zooms in to join you. You lose sight of the other glider. What action should you take?**
- (1) No action, you have the right of way – you found the thermal.
 - (2) Call the other glider on the radio and ask his/her position.
 - (3) Tighten your bank angle to make sure you turn inside the other guy.
 - (4) Gently move out of the thermal until you gain visual contact with the other glider.

- 33. You are P1 and about to take off. As the tow rope tightens, you notice a child wandering on to the runway between you and the towplane. What is your immediate action:**
- (1) Yell at the wing man to get his attention.
 - (2) Release the tow rope.
 - (3) Open your dive brakes.
- 34. What is the purpose of a “walk around” before you enter the glider cockpit?**
- (1) To show visitors that we are safety conscious.
 - (2) To confirm that the glider is ready to fly – tail dolly off, no obvious damage since the last landing and no obstacles around/beneath the glider.
 - (3) To allow your parachute to settle comfortably on your torso.
- 35. What action must be taken if the glider overruns the rope at the start of the launch?**
- (1) The wing runner must shout stop and signal the towplane wing man.
 - (2) Release the tow rope.
 - (3) Wait for the towplane to pick up the slack.
- 36. You have just taken off on runway 36 and are climbing, when the towrope fails at 100 feet above ground. Do you:**
- (1) Open your dive brakes and land straight ahead.
 - (2) Make a sharp right and land on 03.
 - (3) Do a quick 180 degree turn and land downwind on the departure runway.
- 37. You have just taken off on runway 36 and climbing out to the right (North East). The tow rope breaks at 200 feet over the end of 36. Do you:**
- (1) Land straight ahead.
 - (2) Lower the nose and land on 21.
 - (3) Do a quick 180 degree turn and land downwind on 36.
- 38. You are being towed by a Pawnee and you notice that your rate of climb is very poor. What action would you take?**
- (1) Radio the tow pilot and complain about the rate of climb.
 - (2) Waggle your rudder for more speed.
 - (3) Confirm that your dive brakes are locked and secure.
- 39. The towplane released you due to an engine problem. You suspect that the tow rope is still attached to the glider after you have pulled the release. What precautions must be taken if forced to land with a rope attached?**
- (1) Fly a faster circuit.
 - (2) Touch down as early as possible.
 - (3) Fly a higher than normal circuit and land far down the field to clear all obstacles.
- 40. You get badly out of position on tow and the towplane disappears beneath your nose. What do you do?**
- (1) Wait for the towplane to re-appear.
 - (2) Lower the nose of the glider in an effort to see the towplane again.
 - (3) Immediately release the tow rope.

- 41. You instructor tells you to expect a strong (10 – 12 knot) wind gradient at about 500 feet in the circuit. What can you expect to happen at 500feet?**
- (1) Some turbulence.
 - (2) IAS increase/decrease.
 - (3) Change in sink rate.
 - (4) Some or all of the above.
- 42. You are on an early morning tow and flying into the sun. Suddenly, the towplane disappears into an unexpected cloud bank. What do you do?**
- (1) Wait for the towplane to re-appear before taking action.
 - (2) Radio the tow pilot and ask what is going on.
 - (3) Release immediately.
- 43. Which statement most accurately describes the symptoms of an approaching stall?**
- (1) Increasing wind speed, controls feel heavy and the glider nose dropping below the horizon. ASI increasing.
 - (2) Mushy controls, nose high attitude, sink rate increasing, decreasing wind noise and the ASI decreasing.
 - (3) Increased turbulence.
- 44. The recommended formula for calculating your circuit speed is:**
- (1) Stall speed multiplied by 1.3 plus maximum wind speed.
 - (2) Stall speed multiplied by 2.0 plus maximum wind speed.
 - (3) Stall speed multiplied by 2.0.
- 45. You are in a left hand turn and you notice that the free end of the yaw string is pointing sharply to the left. This means that:**
- (1) You are in a coordinated left turn.
 - (2) The turn is not coordinated and you are using far too much left rudder and/or too little bank.
 - (3) You are in a slipping turn to the left.
- 46. What control actions are necessary to recover from a stall?**
- (1) Nose down, opposite rudder and wait until airspeed is 60 knots minimum.
 - (2) Nose down, move ailerons in direction of lower wing, wait until airspeed is 50 knots.
 - (3) Lower the nose to regain flying speed.
- 47. With respect to a spiral dive, which of these statements is accurate?**
- (1) A spiral dive is entered from stalled flight and airspeed remains steady throughout the dive.
 - (2) A spiral dive occurs when the nose of the glider is allowed to drop below the horizon in turning flight. The glider accelerates rapidly and pulling back on the stick causes an increased “g” load with little or no airspeed reduction or apparent change in pitch attitude.
 - (3) Lowering the nose in a spiral dive will permit a quick recovery.

- 48. The maximum speed a glider should fly in rough air is indicated by**
- (1) The top of the yellow arc on the airspeed indicator.
 - (2) At any speed below the red line on the ASI.
 - (3) The top of the green arc on the airspeed indicator.
 - (4) The degree of discomfort suffered by the pilot.
- 49. While recovering from a spiral dive, you notice that the airspeed went slightly above redline. What will you do once you land?**
- (1) Say nothing about the incident – it was a minor over speed situation.
 - (2) Carefully look over the glider to make sure that everything looks o.k.
 - (3) Report the incident to the Duty Instructor and/or Safety Officer.
- 50. Identify which one of the following statements best describes the control actions for glider spin recovery.**
- (1) Ailerons neutral, full opposite rudder, short pause and ease stick forward until rotation stops. Ease out of dive.
 - (2) Full opposite rudder, stick slightly forward, ease out of dive.
 - (3) Full opposite aileron, full opposite rudder and hold stick back.
- 51. Which of the following statements most accurately describes dehydration?**
- (1) After a long flight, one should consume some water and beer to get back to normal.
 - (2) Dehydration is not a major issue for a healthy adult.
 - (3) Dehydration seriously degrades flying skills and the ability to make intelligent decisions
- 52. You have little or no cross country experience and you are faced with a probable out- landing. All of the fields you consider are facing into wind and are of roughly equal length. Select one of the following landing options:**
- (1) A field with an obvious slope, colour of the grass is quite different in one half of the field.
 - (2) A ploughed field with furrows parallel with your planned landing direction.
 - (3) A recently cut hay field. The hay has yet to be stacked or bundled.
- 53. You successfully completed an off field landing including an easy retrieve during one of your early solo flights. Do you expect your Instructor to:**
- (1) Ground you.
 - (2) Bawl you out in front of your fellow members.
 - (3) Discuss the reasons why you landed out and suggest improvements in your assessment skills.
- 54. You have to fly through some rain to get back to SOSA. How will rain affect a fairly high performance glider?**
- (1) No serious effect.
 - (2) Minor loss in performance.
 - (3) Major performance deterioration due to loss of laminar flow and the downwash associated with the rain shower.

- 55. You are about to fly on a day with no wind, 32 degrees celcius and high humidity. Will your take off and climb out be:**
- (1) Just about normal for SOSA.
 - (2) Better than normal climb rate.
 - (3) Much poorer than normal.
- 56. You are flying at 3,500 feet over SOSA and you notice a line of dark thunder clouds (Cb) approaching SOSA from the West – currently about 5 miles away – what should you do?**
- (1) No worries – these clouds often produce good lift.
 - (2) Decide to fly to the east to stay away from these clouds.
 - (3) Open your dive brakes and land immediately.
- 57. What is one of the first signs of lack of oxygen?**
- (1) A misguided sense of well being also called euphoria.
 - (2) Reduced visual acuity.
 - (3) Confusion and an inability to concentrate.
 - (4) All of the above.
- 58. The phrase “Towplane Upset” is explained by one of the following statements. Which statement is accurate:**
- (1) The tow pilot is feeling under the weather.
 - (2) Weather conditions cause a bumpy tow.
 - (3) The glider pilot allows the glider to climb sharply behind the tow plane causing the tail of the tow plane to rise sharply while driving the nose of the towplane towards the ground.
- 59. The pilot of an arriving VFR flight shall make initial contact with a control tower in Class C or Class D airspace:**
- (1) immediately after entering the Control Zone.
 - (2) 10 nautical miles outside the Control Zone.
 - (3) Prior to entering the Control Zone.
 - (4) Immediately prior to joining the circuit.
- 60. When making initial contact with a Canadian ATC unit, the pilot of aircraft C-GFLU should transmit the registration as:**
- (1) Lima -Uniform, over.
 - (2) Foxtrot-Lima- Uniform, over.
 - (3) Golf-Foxtrot-Lima –Uniform, over.
 - (4) Charlie-Golf-Foxtrot-Lima-Uniform, over.
- 61. VFR cross country pilots wishing to cross through any part of a Class C or D Control zone should:**
- (1) advise the associated FIC.
 - (2) Monitor the Approach Control Frequency.
 - (3) Advise ATC of their intentions and obtain a clearance.
 - (4) Conform with the circuit direction at that airport.

62. When operating in accordance with VFR, aircraft shall be flown:

- (1) clear of aerodrome traffic zones.
- (2) Clear of Control Zones.
- (3) With visual reference to the surface.
- (4) In compliance with all of the above.

63. An ATC clearance:

- (1) is the same as an ATC instruction.
- (2) Is, in effect, advice provided by ATC and does not require acceptance or acknowledgement by the PIC.
- (3) Requires compliance when accepted by the PIC.
- (4) Must be complied with when received by the PIC.

64. An ATC instruction :

- (1) must be complied with when received by the pilot providing the safety of the aircraft is not jeopardized.
- (2) Must be read back in full to the controller and confirmed before becoming effective.
- (3) Is, in effect, advice provided by ATC and does not require acceptance or formal acknowledgement by the pilot.
- (4) Is the same as an ATC clearance.

65. A pilot on Special VFR has been cleared to the circuit. Ahead, at a lower altitude, is a solid layer of stratus cloud. Remaining clear of cloud is the responsibility of:

- (1) the tower controller as it is within a Control Zone.
- (2) ATC because the weather is below VFR.
- (3) The pilot and ATC.
- (4) The pilot.

66. When a reported ceiling is 1,000 feet overcast and visibility is 3 miles, to remain VFR, an aircraft cleared to the circuit must join

- (1) as high as possible without entering cloud.
- (2) At 500 feet below cloud base.
- (3) At 700 feet AGL
- (4) In accordance with Special VFR.

67. When a NORDO aircraft (aircraft without a radio on board) crosses an airport for the purpose of obtaining landing information, it should:

- (1) maintain circuit height.
- (2) 1,000 feet above circuit height.
- (3) At least 2,000 feet AGL.
- (4) At least 500 feet above circuit height.

68. How should an aircraft join the circuit at an uncontrolled aerodrome?

- (1) straight in on downwind leg.
- (2) From the upwind side of the aerodrome, cross mid- field and join at circuit height on the downwind leg.
- (3) Choice (1) or (2).
- (4) Choice (2) or at a 45 degree angle to downwind leg.

RECOMMENDED READING MATERIAL

LEGEND

AIP	Aeronautical Information Publication
CARs	Canadian Aviation Regulations

NOTE: You can access these publications on line at:

www.tc.gc.ca/CivilAviation/general/exams/guides/tp11919/Examination.htm

We recommend that you read all of the Canadian Aviation Regulations one time but focus your study efforts on the following sections.

1) Collision Avoidance

AIP – RAC 1.10, CARs 602.19 – read entire section.

2) Visual Signals

AIP – RAC 4.2.11

AIP – RAC 4.4.7

AIP – RAC 1.15.1 Fur and Poultry Farms.

3) Communications

AIP – RAC 5.4

AIP – RAC 5.7.1

AIP – RAC 4.5.4

AIP – RAC 4.5.5

AIP – COM 5.10

4) Aerodromes

AIP – COM 2.1. Aerodromes/airports – General.

AIP AGA 5.9. Wind direction indicators.

5) Equipment

AIP – LRA 1.1

CARs 101.01

CARs 202.26 C of A.

CARs 202.62

CARs 202.63

CARs 301.07

CARs 401.03 Aviation Documents

CARs 602.59
CARs 602.143
CARs 602.59
CARs 602.61
CARs 602.62
CARs 602.63
CARs 605.14
CARs 605.16
CARs 605.25
CARs 605.26
CARs 605.31
CARs 605.95 Journey Log
CARs 606.02. Miscellaneous/Liability insurance
CARs 605.16
CARs 605.31

6) Pilot Responsibilities

AIP – RAC 4.4.5
AIP – RAC 1.10.4 VFR operations
AIP – RAC 1.10.5 Phraseology
CARs 602.114
CARs 602.31
CARs 401.19
CARs 602.71
AIP – MAP 2.1

7) Aeromedical

CARs 602.70
CARs 602.73
CARs 602.76
CARs 602.77
CARs 602.78
CARs 602.88

8) Regulations – General Airspace.

CARs 101.01
CARs 103.02
CARs 602.03
CARs 602.114
CARs 602.115
CARs 602.13

CARs 602.14
CARs 602.145
CARs 602.23
CARs 602.24
CARs 602.27
CARs 602.34
AIP – RAC 2.7.3
9) Controlled Airspace
CARs 601.07
CARs 601.08
CARs 602.117

VFR WEATHER MINIMA - Summary

	<u>Flight visibility</u>	<u>Distance from cloud</u>
<u>Control Zones</u>	Not less than 3 miles	1 mile horizontal 500 feet vertical
<u>Other controlled airspace</u>	Not less than 3 miles	1 mile horizontal 500 feet vertical
<u>Uncontrolled airspace</u>		

Of no practical concern at this stage.

Special VFR Weather Minima

Of no practical concern for student glider pilots. Regulations specify 1 mile visibility in control zones and clear of cloud.

For more complete information see:

A.I.P. Canada (Aeronautical Information Publication, Canada)
specifically section RAC 2-8.

Canadian Air Regulations 602, Division VI

Check out:

www.tc.gc.ca/CivilAviation/Regserv/Affairs/cars/PART6/601.htm

CANADIAN AIRSPACE CLASSIFICATIONS – Summary

CLASS “A” Airspace:

Specifically **excludes** VFR aircraft and all operations under Instrument Flight Rules.

All aircraft must have both a transponder and automatic pressure altitude reporting equipment.

Operates from the base of all high level controlled airspace up to and including FL 600.

CLASS “B” Airspace:

Provides ATC services to both IFR and VFR aircraft.

All aircraft subject to ATC clearances.

All airspace between 12,500 feet up to 18,000 feet.

Equipment required:

Functioning two way radio.

Radio navigation equipment.

Transponder.

Pressure altitude reporting equipment.

Glider pilots stay away!

CLASS “C” Airspace:

Provides ATC service to both IFR and VFR flights.
VFR flights require a clearance from ATC to enter.

Equipment required:

Functioning two way radio equipment.

Transponder.

Pressure altitude reporting equipment.

Glider pilots stay away!

Note: Class “C” airspace becomes Class “E” airspace when the ATC unit is **not** operating.

CLASS “D” Airspace:

Provides ATC service to both IFR and VFR flights.
VFR flights require **prior clearance** before entering Class “D” airspace.
ATC separation is only provided to IFR aircraft.

Equipment required:

Functioning two way radio.

Transponder in some Class “D” airspace.

Note: An aircraft without the required radio equipment “may” receive approval to operate within Class “D” airspace, prior to entering. Good luck with your request in a busy area.

Class “D” airspace becomes Class “E” airspace when the ATC unit is closed.

CLASS “E” Airspace:

VFR permitted without any ATC contact. Therefore no clearances required.

VFR aircraft **do NOT** require radios.
Transponder may be required in 'some designated areas'.

SOSA operates in Class "E" airspace.

CLASS "F" Airspace:

This is defined as "Special Use" airspace.
VFR traffic is restricted unless prior approval is received.
An example of this type of airspace could be a parachute drop zone.

CLASS "G" Airspace:

Classified as "Uncontrolled Airspace".
Not of interest to S.W. Ontario pilots.

Beware – SOSA does NOT operate in "Uncontrolled Airspace" – contrary to many opinions you will hear.