

Pre-Solo Quick Card - Universal Edition

Free two-page reference | Complete the blanks with your CFI before solo

TODAY - COMPLETE BEFORE ENGINE START

AIRPORT / ID

ATIS / AWOS

WIND

ALTIMETER

RUNWAY

PATTERN / TPA

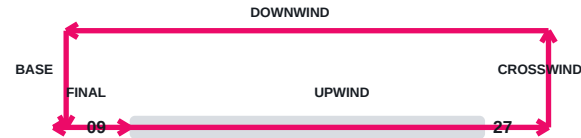
SQUAWK

TAXI ROUTE

HOLD SHORT OF

NOTES

TRAFFIC PATTERN - CONCEPT ONLY



At a towered airport: fly the runway, direction, sequence and altitude assigned by ATC.

At a nontowered airport: use current published procedures, indicators, traffic and right-of-way.

Never force an entry, maintain spacing and go around when the landing picture is not safe.

BEFORE TAKEOFF - USE THE EXACT CHECKLIST

- ☐ Seats, belts, doors and passenger/solo cockpit secure.
- ☐ Flight controls free and correct; trim and flaps set per checklist.
- ☐ Fuel selector, mixture, carb heat/alternate air and engine instruments per exact checklist.
- ☐ Run-up complete; indications inside exact POH limits.
- ☐ Transponder / ADS-B and lights set as required.
- ☐ Runway and heading verified; departure / engine-failure plan briefed.
- ☐ All checklist items complete before accepting takeoff clearance.

SOLO RELEASE GATE

- ☐ I have the required certificate, ID, medical qualification and current endorsements.
- ☐ The flight is inside my instructor-written wind, weather, runway, time and geographic limits.
- ☐ I reviewed current weather, NOTAMS, TFRs and airport status.
- ☐ The aircraft is airworthy, properly fueled, loaded and within performance limits.
- ☐ I understand the taxi route, runway crossings and hold-short points.
- ☐ I can discontinue the flight at any time without external-pressure bias.

RADIO CALL BUILDER

WHO YOU ARE CALLING - facility / airport
WHO YOU ARE - aircraft type + callsign
WHERE YOU ARE - position / altitude / holding point
WHAT YOU WANT - taxi, takeoff, pattern, landing or clarification

YOU HEAR	YOUR TASK
Hold short Runway ____	Stop before the solid lines; read it back.
Line up and wait	Enter, align and wait - not a takeoff clearance.
Extend / I'll call your turn	Continue straight; do not turn until instructed.
Number ____, follow traffic	Identify traffic and preserve spacing.
Continue	Continue; no landing clearance yet.
Go around	Execute the trained procedure; communicate when able.

GO AROUND - NORMAL CORRECTION, NOT A FAILURE

- ☐ Approach not stabilized by the instructor-defined gate.
- ☐ Airspeed, alignment, centerline or touchdown zone cannot be maintained.
- ☐ Runway, clearance, traffic or spacing is uncertain.
- ☐ Bounce, porpoise or balloon exceeds a small safe correction.
- ☐ You are uncomfortable or mentally saturated.
- ☐ Execute the exact aircraft procedure you trained and communicate when workload permits.

Before solo: write your exact aircraft speeds, configurations and go-around sequence only from the approved POH/checklist and your instructor's training.

Pre-Solo Quick Card - ATC & Abnormals

Universal Edition | Source-backed fundamentals; no local procedures or aircraft-specific numbers

COMMON ATC LANGUAGE

ATC SAYS	WHAT IT MEANS / WHAT YOU DO	CONCISE RESPONSE EXAMPLE
"Hold position."	Stop where you are and remain stopped.	"Holding position, N123AB."
"Give way to [traffic], then continue."	Let the traffic pass; continue only when the route is clear and the prior taxi clearance still applies.	"Giving way, then continuing, N123AB."
"Make a left/right 360 for spacing."	Clear the turn; fly one full turn in the assigned direction; roll out on the original track.	"Right 360 for spacing, N123AB."
"Make a short approach."	Shorten the pattern only if safe and within your training/limits.	"Short approach, N123AB." / "Unable."
"Report midfield downwind."	Call when abeam the middle of the runway on downwind.	"Midfield downwind, N123AB."
"Traffic not in sight."	You do not have visual contact; keep looking and do not claim it.	"Traffic not in sight, N123AB."
"Monitor [frequency]."	Switch and listen; do not make an initial call unless needed.	"Monitor [frequency], N123AB."
"Unable."	You cannot safely comply. State it promptly.	"Unable [instruction], N123AB."
"Say again."	Repeat the instruction. Use it before guessing.	"Say again for N123AB."

ABNORMAL / EMERGENCY PRIORITY FRAMEWORK

ABCD - TPM memory aid (not FAA phraseology)
Airspeed / aircraft control
Best reachable landing or escape option
Checklist / memory items only within available time
Declare / communicate when workload permits

SITUATION	PRIORITY
Takeoff-roll abnormality	Reject, maintain directional control, stop; checklist after motion ends.
Power loss after takeoff	POH airspeed, control, best reachable landing option; no impulsive turn-back.
Radio failure	Troubleshoot simple causes, fly predictably, monitor tower/CTAF, use light signals/7600 as applicable.
Uncertain position / instruction	Stop or stabilize, state position, request clarification or progressive taxi.

TOWER LIGHT SIGNALS

SIGNAL	GROUND	IN FLIGHT
Steady green	Cleared for takeoff	Cleared to land
Flashing green	Cleared to taxi	Return for landing
Steady red	Stop	Give way / continue circling
Flashing red	Taxi clear of runway	Airport unsafe - do not land
Flashing white	Return to start point	Not applicable
Alt. red/green	Exercise extreme caution	Exercise extreme caution

Acknowledge: day on ground - move ailerons/rudder; day in flight - rock wings; night - blink landing/navigation lights.

BEFORE EVERY SOLO

- ☐ No passengers; no compensation or hire.
- ☐ Stay within current logbook endorsements and instructor limits.
- ☐ Use only airports, airspace, routes and make/model authorized for the flight.
- ☐ If conditions or confidence fall outside the plan: discontinue, delay, divert or land.

DEBRIEF AFTER SHUTDOWN

WHAT WENT WELL _____

WHAT SURPRISED ME _____

ONE RADIO CALL TO REVIEW _____

NEXT ACTION _____