



AEROTREK
A240

AIRCRAFT OPERATING MANUAL

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1 - GENERAL

1.1 PURPOSE

- This Aircraft Operating Manual (AOM) outlines the policies and procedures for operating the Aeropro CZ s.r.o. (branded as Aerotrek in the US and Canada) A240 (A240) at Thoroughbred Flying Club (TFC).

1.2 ADHERENCE

- TFC pilots are expected to adhere to the policies and procedures specified in this manual.
- Successful application of AOM policies and procedures requires a working knowledge of the TFC Operations Manual (FOM), FARs, and manufacturer operating information and supplements.

1.3 DISTRIBUTION.

The latest revision of this manual will be available on the TFC website - Downloads section.

1.4 REVISIONS

TFC pilots will be notified via e-mail of revisions to this manual.

1.5 TERMS AND DEFINITIONS

TFC - Thoroughbred Flying Club

A240 - Aerotrek A240

AOM - Aircraft Operating Manual

FOM - Thoroughbred Flying Club Operations Manual

CFI - Certified Flight Instructor

Night - 30 minutes after official sunset to 30 minutes prior to official sunrise

1.6 INITIAL CHECKOUT REQUIREMENTS

Prior to acting as pilot in command in THIS AIRCRAFT, in addition to all other elements of pilot currency required by FAR, the Member must satisfactorily complete an initial checkout in this make and model aircraft from a TFC approved Internal Certified Flight Instructor.

Aerotrek A240 special emphasis items on checkout must be trained and proficiency demonstrated before checkout is complete:

- Preflight procedures
- Oil and coolant checks
- Checklists and proper usage
- Brake system, proper operation and management, checking brake pads
- Vernier throttle differences and techniques
- EIS familiarization and proper use
- Avionics features and familiarization
- Starting - ignition logic, starting techniques for all conditions
- Oil flap management
- Ground handling
- Basic air work including stalls
- Takeoffs and landings
- Emergency/Abnormal procedures
- Postflight procedures
- Fueling procedures
- Cold weather operations

Personal weather minimums should be discussed and developed with your instructor as part of the checkout process considering your experience, currency and skill level. All TFC A240 pilots should initially use GREEN Level Pilot Weather Requirements, listed in the TFC FOM, as their guide for developing personal minimums. Pilots are expected to pact with their instructors and commit to abiding by the personal minimums that are established.

1.7 ONGOING CURRENCY REQUIREMENTS

Pilots are responsible for maintaining their on-going currency and proficiency once their initial checkout in the aircraft is completed in accordance with applicable regulations and TFC FOM.

Personal weather minimums should continue to be discussed and developed with your instructor appropriate to your experience, currency and skill level. Pilots are expected to pact with their instructors and commit to abiding by the personal minimums that are established.

1.8 FLIGHT INSTRUCTOR REQUIREMENTS

A TFC approved Internal Certified Flight Instructor (CFI) will possess, at a minimum, the requirements specified in Section 1.5 (Initial Checkout Requirements) AND be specifically designated as an instructor by TFC management in Flight Schedule Pro (FSP).

Instruction in this aircraft by anyone not designated by TFC as a CFI is forbidden.

1.9 NIGHT FLYING

Night flying in this aircraft is permitted. The exterior lighting system installed meets the FAA requirements for required night lighting. The restriction published against night flying in the generic A240 POH is not applicable. Extreme caution must be exercised in the planing and execution of night operations due to the inability to see the ground in the event of an engine failure and the potential to inadvertently enter weather below that required for visual flight.

1.10 AEROBATIC FLYING

Aerobatic flight in this aircraft is prohibited.

1.11 UNPAVED RUNWAYS

Landing on grass strips is permitted in accordance with TFC FOM and the following stipulations:

- If the aircraft has wheel pants installed, operations are restricted to hard surface runways.
- PIC is responsible to ensure you have prior permission to land at any private airports.
- PIC must assess the runway condition prior to landing or takeoff.
- Carefully assess unfamiliar fields from above to identify obstacles and hazards.
- Perform low runway flyovers to verify condition and that it is clear of hazards prior to landing.
- If you have any doubts about the field condition, your performance requirements, or the skill level required - DO NOT LAND.

2-FLIGHT OPERATIONS

2.1 PURPOSE

This chapter provides aircraft specific information and prescribes standardized procedures for normal operations.

2.2 AIRCRAFT INFORMATION

- N148K
 - Make: Aeropro CZ s.r.o. (branded as Aerotrek in U.S. and Canada)
 - Model: A240
 - Serial Number: 51117
 - Engine: Rotax 912 ULS (100 HP @ 5800 RPM)
 - Fuel Capacity: 22.5 Gallons Total (22 Useable)
 - N148K Empty Weight/Moment: 654 LBS / 10.84 inches

2.3 PILOT'S OPERATING MANUAL

- Operation of this aircraft will be in accordance with the Aeropro CZ s.r.o A240 Pilots Operating Handbook (POH). A copy of this manual is available on the TFC Website - Downloads section and a hard copy is carried onboard the aircraft.

2.4 BRIEFINGS

Briefings enhance safety and open communication channels between pilots, as well as passengers, by setting expectations and encouraging all to participate and act as a team.

Conduct briefings in an interactive and collaborative manner, providing the opportunity for others to ask questions and give input.

Re-brief as necessary any changes to items previously briefed and encourage others to verbalize deviations from the briefed plan and any perceived hazards.

PIC is responsible for conducting briefings. If flying solo, all briefings should still be completed to yourself.

See TFC FOM for all applicable briefings for TFC pilots.

2.5 FUEL MANAGEMENT

Prior to departure, verify fuel onboard (visually) is equal to the amount required for the planned flight plus applicable reserves. Calculate a usable flight time number in hours and minutes.

Conduct periodic checks while airborne comparing estimated flight time remaining against fuel onboard. If it becomes apparent that completing the flight as planned will cause you to land with less than the minimum reserve fuel required, start considering alternate plans.

This aircraft occasionally burns more fuel from one tank than the other. It could be differential pressure on the tanks from the vented fuel caps, uncoordinated flight, unequal lateral weight, etc. Use wing fuel shutoff valves to shut fuel off from the low tank and allow fuel to be used from the fuller tank to balance. It is always recommended to be at a safe altitude when shutting off one fuel tank. Both fuel tank valves should be open anytime you are taking off, landing, close to the ground, or in a position where places to make an emergency landing are limited.

2.6 TRANSFERRING AIRCRAFT CONTROL

If the Pilot Flying (PF) needs to transfer control of the aircraft to the Pilot Monitoring (PM):

- Advise other pilot of impending control transfer
- Brief on current flight status (heading, altitude, clearance)
- PF says “Your controls” and PM assumes control and says “My controls”

In case one pilot needs to take immediate control of the aircraft:

- Pilot assuming control takes controls and says “My controls”
- Pilot relinquishing control releases controls and says “Your controls”

NORMAL control transfer is to advise, brief and GIVE control away.

NON-NORMAL control transfer is to TAKE control away.

2.7 DOCUMENTS AND ELECTRONIC FLIGHT BAG (EFB)

A.R.R.O.W. items location:

- Airworthiness Certificate - pocket on left side of cockpit by rudder pedals.
- Registration - pocket on left side of cockpit by rudder pedals.
- Radio Station License - N/A
- Operating Limitations - POH in dash panel storage box.
- Weight and Balance Information - POH in dash panel storage box.
- The primary checklist to be used should the A240 checklist loaded in the ForeFlight app on the dash mounted iPad in the aircraft.
- Use of Electronic Flight Bag (EFB) is encouraged. Ensure reference data is up to date, battery is charged, backup battery or charging cables available (if required), and backup sources of information are considered (iPhone, paper charts, notes, etc.)

2.8 PERSONNEL EQUIPMENT

- Ensure all equipment to be used during flight is organized, accessible and secured prior to flight.
- Do not use the dash panel for storage of gear or equipment. Items placed next to the windshield will easily scratch the plastic.
- Be careful of items in your pockets or placed next to the doors. The door plastic will easily scratch.

- Do not overstuff/overload the dash panel storage pocket.
- Do not place spillable liquids in the aircraft. Any drinks or fluids carried onboard must have lids/caps and be sealable.

2.9 ADS-B

- If advised that the aircraft ADS-B information is not being transmitted (e.g. informed by ATC or another aircraft), ensure UAT switch is ON. If switch was in the proper position prior to being advised ADS-B wasn't working, select UAT switch OFF then ON to recycle ADS-B system.

2.10 LIGHTS

- Use Pos Light (Nav lights) in night or low light conditions.
- Use Strobe lights at all times during flight unless strobes are disorienting due to flight conditions.
- The use of the Land light when operating in the vicinity of an airport or in high traffic areas is encouraged to increase visibility to other aircraft.

2.11 STABILIZED APPROACH

Stabilized approach means achieving and maintaining the following:

- Stable approach airspeed
- Stable descent rate
- Properly aligned flight path

STABILIZED APPROACH REQUIREMENT

The stabilized approach height in this aircraft is 200 ft. AGL.

If any of the requirements below are not met by the stabilized approach height or anytime thereafter until crossing the threshold, initiate a Go-Around.

PARAMETER	TOLERANCE
AIRSPEED	Target Airspeed -5 to +20 MPH
RATE OF DESCENT	Not greater than 1000 FPM
FLIGHT PATH	Aligned with runway and in a position to land in the touchdown zone

2.12 POSTFLIGHT PROCEDURES

Check the aircraft condition after each flight and prepare for the next user. Make every attempt to leave the aircraft in as good or better condition than you found it.

1. Aircraft General Condition - CHECK
2. Fluid Leaks - CHECK
3. Tires and Brakes - CHECK
4. Cabin General Condition - CHECK straighten seat belts and harnesses, remove any trash, remove all personal gear
5. Flight Schedule Pro Check-In - COMPLETE
6. Windshield - CLEAN (Only use a clean microfiber towel and lots of water)
7. Aircraft Leading Edges/Cowling/Prop - WIPE DOWN (Use a microfiber towel and water)
8. Heater/Cowl Blanket - INSTALL as required (October 1 to June 1)

See AOM 2.14 for Heater/Cowl Blanket instructions.

2.13 GROUND HANDLING

There is no attach point for a tow bar on this aircraft. To move aircraft by hand:

- Move it forward by pulling on the propeller as near to the prop hub as possible or by pushing the aircraft forward by the wing struts. Push on struts as close to the fuselage as possible.
- Move it backwards by pushing down on tail at the tail handle on the left rear of the fuselage just forward of the horizontal stabilizer. If pushing on the horizontal stabilizer, push as close to the fuselage as possible and avoid pushing into the fabric. Only push open handed on structural frame. Keep nose wheel lifted above the ground when moving backwards or nose wheel will turn and inhibit straight rearward movement.

2.14 REFUELING

Preferred fuel: Premium unleaded auto gas (91-94 Octane)

Secondary fuel: 100LL (Add Decalin RunUp in accordance with instructions on bottle)

3/4 full fuel tanks is the standard way to leave the aircraft when your reservation is complete. Verify both tanks are at or above 3/4 full by viewing fuel sight gauges in the aircraft for each tank.

For maintenance tracking purposes, if 100LL was added to the aircraft, keep note of the total gallons and report in 'fuel added' when checking aircraft in via FSP.

Fueling the aircraft requires careful attention to detail. The aircraft does not hold much fuel so overfilling the tanks could be easy to do. Take your time. Fuel on the windows of this aircraft will immediately stain the plastic. Take all available precautions to prevent fuel from overflowing and to be ready to immediately stop any overflow or leaked fuel from the fuel nozzle from damaging the aircraft. Use these basic precautions at all times when refueling:

1. Take your time. Hurrying during refueling will lead to spills and spills will damage the aircraft.
2. Use towels while fueling to act as a barrier between the filler ports and the aircraft windows. Towels are also to be used to immediately contain and dry any spill.
3. Fuel the aircraft yourself or carefully brief and supervise FBO personnel who are refueling the aircraft for you. They must be under your guidance and constant supervision if they are pumping fuel into the aircraft.
4. Do not overfill. Leave room for fuel expansion. Overfilled tanks will cause fuel to leak from fuel vent and may damage aircraft.
5. Fuel provided by member (premium auto gas) must be carried in clean containers and not mixed with any other fuel type. Before filling gas cans, put at least one gallon of the premium fuel from the pump you are using into your vehicle. This ensures only premium fuel is being put in the can. Residual fuel from last fuel type pumped is still in the pumps fuel line and this gets that out.
6. If using the fuel transfer pump cart in the hangar, follow the instructions on the cart.
7. Return all fueling equipment to its proper place in the hangar upon completion of fueling.

2.15 COLD WEATHER OPERATIONS

HORNET HEATER/COWL BLANKET

The Hornet Heater and cowling blanket will be used when the aircraft is parked in its home hangar during the winter months (October 31 - May 1). The Hornet Heater is designed to keep the engine compartment between 70-80 degrees. This will not feel very warm to you but it is warm enough to promote good engine health and ease of operation.

This fail-safe unit works slowly overtime and is designed to be plugged in, covered up and forgotten. If the engine were cold soaked, it would take this unit approximately 48 hours to warm the engine. However, if it is applied as directed after each flight and left on all winter, it will always be ready to go.

Pre-flight:

1. Uncover the cowling.
2. Place the blanket in the bin against the hangar wall behind the left wing.
3. Remove the Hornet Heater (it is always safe to touch even when in operation) and move the unit and cord to the hangar wall behind the left wing.

4. Unplug the heater unit from the wall.

Post-flight:

1. Place the Hornet Heater up into the engine cowl through the opening under the aircraft forward of the nose landing gear. Ensure the heater is placed carefully and securely into position. Adjust the power cord after installing to remove tension on the heater. This will minimize the chances of the heater being easily pulled out of position if the cord is moved.
2. Plug heater into the power receptacle on hangar wall adjacent to the left wing.
3. Cover the top of the cowl and engine inlets with moving blanket ensuring good coverage over the entire top surface of the cowl and inlets are completely covered.

COLD SOAKED ENGINE

If the Hornet Heater and blanket were not used (away from home base or not installed by previous pilot) and the outside air temperature is below 30°F, the engine should be pre-heated by directing warm air through the opening in the bottom or front of the engine cowl with the cowl covered with a heavy blanket. This practice will prolong the service life of the engine and starter.

2.16 KJVY HANGAR PROCEDURES

- Make every attempt to leave the hangar in as good or better condition than you found it. Pick up after yourself and your guests.
- Close and lock hangar doors if you are not in the visual vicinity of the hangar.
- Avoid directing prop wash in the direction of hangar doors, especially when open.
- Do not leave vehicles parked in front of adjacent hangars while flying. Park cars in the hangar, in the parking spots at the North end of the t-hangars, or in another location that does not impede access to hangars or aircraft ground operations.

2.17 SECURING AIRCRAFT AWAY FROM KJVY

- Always ensure the aircraft is tied down or hangared and doors locked if left unattended.
- Use a seat belt to hold the control stick in the aft/centered position.
- If planning to spend time on the ground away from KJVY, preplan how you will secure the aircraft at your destination.
- Chocks, tie down ropes, a grass tie down anchor kit, and airplane covers are all available to take with you and are expected to be used as needed. Ensure all items taken with you are returned to their proper spot in the hangar at KJVY when you return.