

AT
802F

INITIAL ATTACK FIREFIGHTER

FRONT LINE PERFORMANCE



Air Superiority™

FRONT LINE

EFFICIENCY

For over a decade now, the Air Tractor AT-802F has served with distinction at the front lines of wildfires

around the globe. As an initial attack air tanker, the AT-802F is appreciated among aerial firefighting circles as a fast, maneuverable aircraft that's both operationally effective and economical. When fire season is over, the AT-802F can continue earning its keep by performing forestry protection and rehabilitation activities as varied as aerial insecticide application, re-seeding, hydromulch application and fertilization.

As more firefighting contractors and government agencies see the AT-802F in action, it's being recognized as a valuable asset in their firefighting arsenal, not only for initial attack, but on extended attack in support of ground crews, too.



SPEED

The AT-802F is a fast, agile single engine air tanker, designed from the tires up for rapid response firefighting. Powered by the reliable PT6A-67AG turbine engine, the AT-802F has a ferry speed of almost 200 m.p.h. Because the turbine engine requires no warm-up time, an AT-802F pilot can take on a full 820-gallon load and be in the air, headed for the front lines in as few as five minutes after receiving a dispatch.

In contrast to heavy air tankers based at larger airfields, the 802F can land on short dirt strips, land with floats on nearby lakes, even work from county roads a few miles from the fire to dramatically reduce ferry times to and from the front lines. This short-field performance capability, fast ferry speeds and rapid turnaround on the ground can make a big difference when response time is critical.

ACCURACY

With the AT-802F, an Incident Commander has the flexibility to choose the optimum coverage level to combat brush and grass fires or heavier forest canopies. Employing modern technology in computer controls and hydraulic power, the Pilot Interface System and patented AT-802F fire gate allow the pilot to select the coverage level, amount to be dropped and ground speed. The computer makes continuous door opening adjustments to deliver coverage levels with precision, even in conditions of changing airplane accelerations and turbulence.

Because the computer controls the drop, the pilot is free to concentrate on flying the aircraft.

Combine the accurate coverage capabilities with the AT-802F's maneuverability and it's easy to understand why this aircraft is so effective at attacking fires in sensitive wildland urban interfaces, narrow flight corridors and confined terrain.



Firefighters appreciate the flexibility in positioning the AT-802F at remote airports or mobile tanker bases close to the fire. The AT-802F requires only about 1,000 yards of reasonably flat dirt runway, so it can stage from just about anywhere outside the fire perimeter and get back into action fast. The 3-inch loading system on the AT-802F provides high-volume input capacity that also speeds turnaround times. In fact, an 802F requires as little as three minutes on the ground to be fully reloaded and back in the air.

Utilizing the AT-802F in pairs is also a particularly effective strategy. This further reduces the response time by keeping one aircraft over the fire almost continuously.



FRONT LINE

RAPID RESPONSE

PURPOSE-BUILT AIR TANKER



Unlike other air tankers that were originally built for military or civilian use and converted for fire fighting, the AT-802F was specifically designed and FAA-Certificated for aerial fire fighting. It has descended from a long line of rugged agricultural aircraft that are made to fly "low and slow" in an

environment full of obstacles such as trees, power lines, and irrigation center pivots. It incorporates safety features in the design such as excellent visibility for the pilot, maneuverability, slow stall speed and working speed, and crash-worthy features for pilot protection.

In the U.S., Canada, and in countries as distant as Australia, Spain, Chile, Brazil, Croatia and Indonesia, approximately 100 AT-802F aircraft have gone to work on the front lines of wildland fire fighting. They have logged tens of thousands of flight hours and continue to add more each year. That's because more and more government fire fighting agencies around the globe are discovering the performance capabilities of this world-class single engine air tanker and the advantages in cost and efficiency that the AT-802F offers. Maneuverability, a reliable Pratt & Whitney turbine engine, 200 m.p.h. ferry speed and a patented fire gate make it one of the most effective firefighters in the sky.

EXPERIENCE



The aircraft is in current production, so spare parts are readily available and maintenance is minimal. Production of the AT-802F began in 1993, so the fleet is relatively new in comparison to other fire fighting aircraft.





FRONT LINE

CAPABILITY



Equipped with Wipaire amphibious floats, Air Tractor's AT-802F "Fire Boss" adds yet another dimension of capability for fire fighters. It can scoop 820 gallons of water in 30 seconds and be on its way again to the front lines in just minutes.

At a fraction of the price of the Canadair CL-415 scooping aircraft, multiple Fire Boss aircraft can deliver more water at a much lower cost.

With the ability to work as a land-based aircraft or a scooper, the Fire Boss can drop an initial load of retardant then remain close to the fire scooping water from a nearby lake. This versatility is particularly useful when combined with additional land-based aircraft.



FRONT LINE

MANEUVERABILITY

Wildfires near wildland urban interfaces are especially challenging for fire fighters. It's in these exacting conditions, where accurate drops are vital, that the AT-802F shines. Flying low and slow, the compact, agile AT-802F is the ideal air tanker to protect homes and support ground crews. It can deliver precise, effective levels of retardant, foam or water at critical hot spots. And its maneuverability allows it to work close to houses to provide excellent structure protection.





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The AT-802F crosses the head of the fire to snuff a spot fire caused by a flying ember.



HEAVY
SUPPORT

The 802F lays down lines of retardant to help ground troops flank the fire.



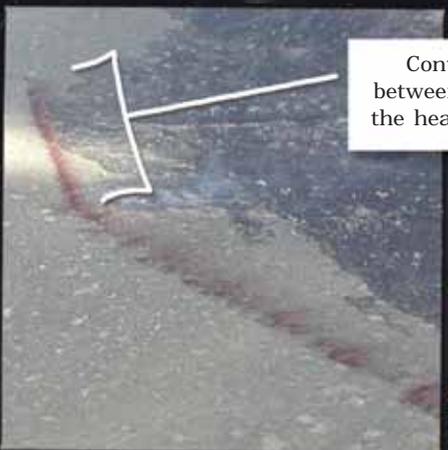
Because of its ability to make extremely precise drops, the AT-802F is often used in a support role to close gaps in lines of retardant dropped by heavy air tankers.

The AT-802F also provides effective coverage in rugged topography where bigger, higher-flying aircraft can't effectively reach, such as along steep walls and within deep ravines.

An AT-802F retardant drop paints the hillside near Hailey, Idaho.



Contrast the difference in coverage between the AT-802F retardant drop and the heavy tanker drop in the foreground.





VERSATILITY

FRONT LINE

In addition to its outstanding capabilities as a firefighter, the AT-802F is also the perfect aircraft for other types of forestry protection duties, including aerial insecticide application to control gypsy moth and spruce budworm, or other pests. Many AT-802Fs spend the off-season on timber fertilization for increased growth. The aircraft can also play an important role in rehabilitation after a fire through aerial re-seeding and hydromulch application to control erosion.



FRONT LINE

FEATURES





Conveniently located left of the instrument panel, the Pilot Interface System controls the amount of retardant to be dropped, coverage level and ground speed. The line length to be covered is then displayed.



Large 11.00 x 12, 10-ply tires provide increased footprint for soft landing areas, while 8-piston brakes with 5/8" -thick discs provide more-than-adequate stopping power.



The fire gate is all stainless steel, with quick-detach fiberglass fairings. To minimize wind shear on the drop pattern, gate doors hinge on the aircraft's longitudinal axis.



The PLC (programmable logic computer) is located under the cockpit in an easy-to-service location, with a water-tight cover to keep chemicals out.



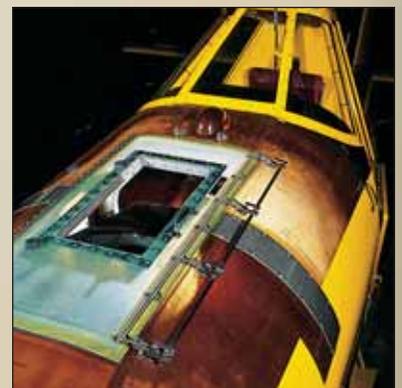
The Pratt & Whitney PT6A-67AG turbo prop engine is equipped with a quiet, 5-blade Hartzell propeller. The propeller improves takeoff performance with increased initial thrust at the start of the take-off roll.



The 18 gallon capacity (U.S.) foam tank may be filled through a convenient loading cap in the engine cowling.



Tough spring steel landing gear is FAA certificated to land at a maximum gross weight of 16,000 lbs., allowing the AT-802F to land with a full load of retardant.



The two fiberglass hoppers are connected at the top and at the fire gate on the bottom. The 274 sq. in. vent door is attached to the gate doors to provide instant opening during drops.

FRONT LINE

SPECS

Standard Equipment

- New Pratt & Whitney PT6A-67AG 1350 SHP turboprop engine
- 5-blade constant speed reversing Hartzell propeller
- 3-inch dual bottom loading valves
- 820 gallon fiberglass hopper, heat cured derakane resin
- 18-gallon foam tank
- Hydraulically driven rotary actuator to operate fire gate doors
- Computer-controlled doors to provide even flow rate
- Pilot interface to select gallons to drop, coverage level, and ground speed adjustment
- Accelerometer for automatic adjustment for fire doors
- 274 square inch vent door
- Streamlined fiberglass fairings for fire gate
- Pump shut-off valve
- 3-color polyurethane paint finish
- 32-inch low-pressure tires with dual 4-piston brakes
- Electrically operated high lift flaps
- 300 amp starter-generator
- 254 gallon fuel tanks
- Strobe lights
- 600-watt retractable landing lights
- Nose mounted taxi lights
- Turn windows
- Air conditioned cockpit
- Cabin heater
- Windshield washer and wiper
- Fuel flowmeter
- Quick-detach 3" spray system
- Electric turn coordinator
- Hoerner wingtips
- Outside air temperature gauge
- Fire extinguisher
- 16,000 pound FAA certificated gross weight

Specifications

Engine type	PT6A-67AG
Engine SHP & RPM	1350 @ 1700
Propeller (Hartzell)	HC-B5MA-3D/M11276NS
Propeller diameter	115.0 in.
FAA Cert. Gross Wt.	16,000 lb.
FAA Cert. Land. Wt.	16,000 lb.
Empty Wt. (1-seat)	7,050 lb.
(2-seat)	7,210 lb.
Useful Load (1-seat)	8,950 lb.
(2-seat)	8,790 lb.
Hopper capacity	820 U.S. gal.
Hopper capacity	109.6 cu. ft.
Foam tank capacity	18.0 U.S. gal.
Fuel capacity	254 U.S. gal.
Wingspan	59.25 ft.
Length	35.7 ft.
Height	11.0 ft.
Wing area	401 sq. ft.
Main wheel tire size	32.0 in.
Tail wheel tire size	6.25 x 6
Never exceed speed (below 12,500 lbs.)	227 mph CAS
Never exceed speed (above 12,500 lbs.) ..	167 mph CAS

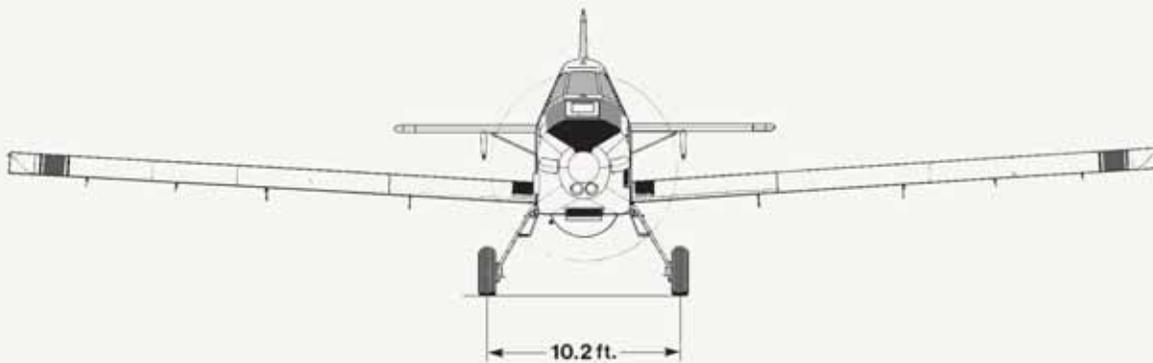
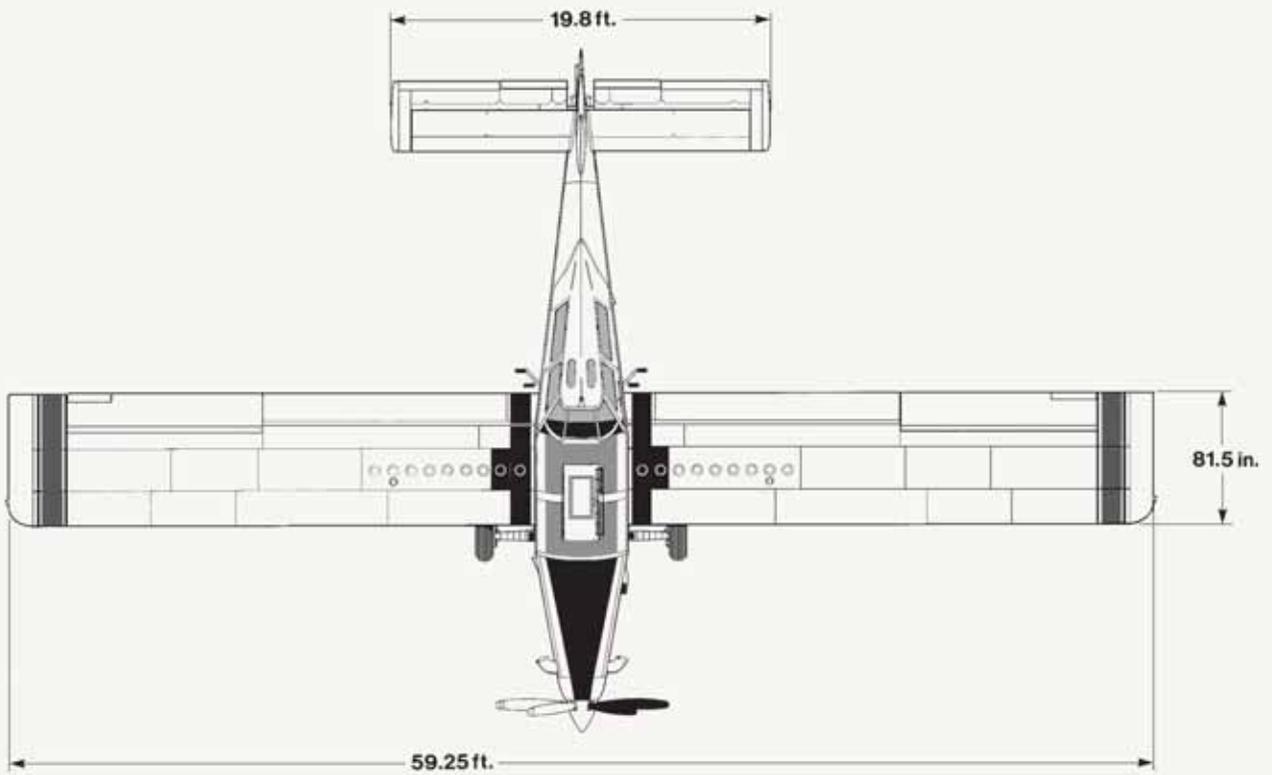
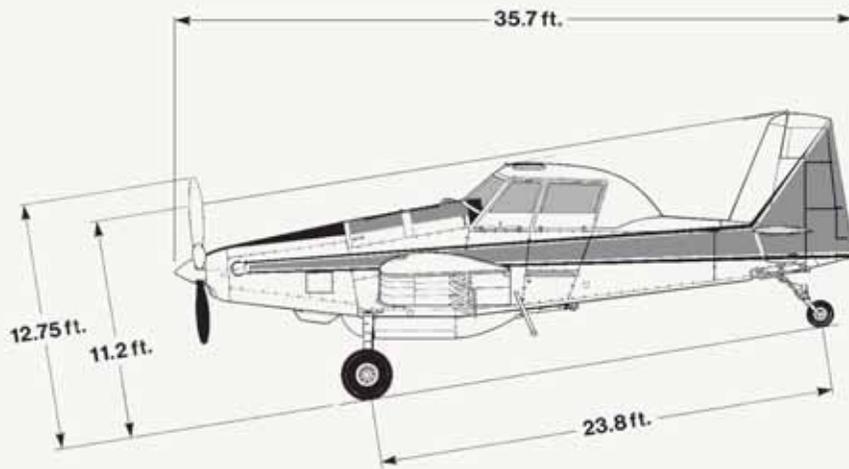
Optional Equipment

- Two-seat configuration
- Conversion package to remove fire gate and doors to install Ag model hopper adapter, Transland 38-inch gate, spray pump, plumbing
- Bottom loading system for foam tank
- Smoker
- Night work lights (in addition to night flight package)
- Retractable 600W landing light in L/H wing at tip
- Vertical speed indicator
- Attitude gyro
- Attitude gyro in lieu of electric turn coordinator (all 802 models)
- Clock
- S-Tec 2-axis autopilot (all 802 models)
- ACK E-01 emergency locator transmitter
- Standard radio base package
- GPS panel in lieu of standard
- Garmin GMA 340 audio panel w/ intercom and marker beacon
- Garmin color moving map GPS/NAV/COM w/ILS and worldwide data base
 - Model GNS 430
 - Model GNS 530
- Garmin GNC 250XL moving map GPS/COM w/ worldwide data base
- Garmin GTX 327 Transponder w/ blind encoder
- King KT76A Transponder w/ blind encoder
- King KY96A COM radio
- King KY196A COM radio
- King KX155 NAV/COM w/ glidescope
- King KR87 ADF automatic direction finder
- King KCS55A HIS/slave compass (all 802 models)
- King KN64 DME
- King KMA24H audio control console w/ marker beacon
- Ferry fuel system (international)
- 308 gallon fuel tanks
- 380 gallon fuel tanks
- White paint scheme in lieu of yellow
- Lightning safe features
- Amphibious float preparations
- Fuel control manual override
- Engine fire detection system

Estimated Performance

Cruise speed empty @ 8,000 ft. (66 gph)	187 mph
Cruise speed empty @ 8,000 ft. (88 gph)	221 mph
Working speed (typical)	120 - 125 mph
Stall speed @ 16,000 lb. flaps up	105 mph
Stall speed @ 16,000 lb. flaps down	91 mph
Stall speed as usually landed	69 mph
Rate of climb @ 16,000 lb. 1220 SHP	850 fpm
Take-off distance @ 16,000 lb.	2,000 ft.
Landing distance (empty)	800 ft.
Range, economy cruise (66 g.p.h.), empty	800 mi.

Air Tractor AT-802F • 2-Seat Configuration





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