



Contract Agreement

Aero Seat Inc.

SOL: 123501 05

CONTRACTUAL AGREEMENT FORM

BIDDER MUST COMPLETE THE FOLLOWING

By signing this Contractual Agreement Form, the bidder guarantees compliance with the provisions stated in this solicitation and agrees to the terms and conditions unless otherwise indicated in writing and certifies that bidder is not owned by the Chinese Communist Party.

Per Nebraska's Transparency in Government Procurement Act, Neb. Rev Stat § 73-603, DAS is required to collect statistical information regarding the number of contracts awarded to Nebraska Vendors. This information is for statistical purposes only and will not be considered for contract award purposes.

____ NEBRASKA VENDOR AFFIDAVIT: Bidder hereby attests that bidder is a Nebraska Vendor. "Nebraska Vendor" shall mean any bidder who has maintained a bona fide place of business and at least one employee within this state for at least the six (6) months immediately preceding the posting date of this Solicitation. All vendors who are not a Nebraska Vendor are considered Foreign Vendors under Neb. Rev Stat § 73-603 (c).

____ I hereby certify that I am a Resident disabled veteran or business located in a designated enterprise zone in accordance with Neb. Rev. Stat. § 73-107 and wish to have preference, if applicable, considered in the award of this contract.

____ I hereby certify that I am a blind person licensed by the Commission for the Blind & Visually Impaired in accordance with Neb. Rev. Stat. § 71-8611 and wish to have preference considered in the award of this contract.

THIS FORM MUST BE SIGNED MANUALLY IN INK OR BY DOCUSIGN

COMPANY:	Aero S.E.A.T. Inc.
ADDRESS:	12502 County Road 27, PO Box 535, Sterling, CO 80751
PHONE:	970-522-1941 (office) 970-571-0871 (cell)
EMAIL:	patrick@aeroseat.com
BIDDER NAME & TITLE:	Patrick Mertens - President
SIGNATURE:	
DATE:	12/13/2025

VENDOR COMMUNICATION WITH THE STATE CONTACT INFORMATION (IF DIFFERENT FROM ABOVE)

NAME:	(additional contact)	Thea Sonnenberg
TITLE:		Contract Admin- Billing
PHONE:		970-522-1941
EMAIL:		thea@aeroseat.com



Cost Sheet

Aero Seat Inc.

SOL: 123501 05

S.E.A.T., Pilot, Service Truck/Trailer, and Driver

123501 O5 COST SHEET PROPOSAL

Bidder Name: Aero S.E.A.T. Inc.

Method of Measurement and Basis of Payment for Flight

1. Compensation for flight time will be paid at the bid flight rate.
2. Flight time; will be measured in hours and tenths of hours, recorded by a direct reading, electronically driven hour meter in each aircraft on a Daily Invoice. If the hour meter becomes inoperative or inaccurate, the Pilot will use clock time of each takeoff and landing. The Daily Seat Cost Summary Sheet must be approved by an Aircraft Manager at the conclusion of each day. Any erasures or other corrections shall be initialed by the Pilot in Charge or the Aircraft Manager as appropriate.
 - a. On days when the aircraft is flown, the pilot will be responsible for recording on the Daily Seat Cost Summary Sheet the following:
 - i. Flight date.
 - ii. Contract number/name.
 - iii. FAA registration.
 - iv. Contractor name.
 - v. Incident number and name.
 - vi. Name of pilot.
 - vii. Gallons of fire retardant delivered.
 - viii. Location from which flight time for the day commenced and start time.
 - ix. Location at which flight time for the day ended and end time.
 - x. Flight rate.
 - xi. Any other items pertinent to the establishing of the net sum earned by the Contractor (per Diem, etc.)
 - a. Approved invoices will be packaged for payment on a semi-monthly/monthly basis.
 - b. If a load is dropped to enhance aircraft performance in a bona fide emergency or to meet landing requirements which endanger the safety of the aircraft flight, time will be paid for by the State and retardant will not be charged to the Contractor.
 - c. No payment will be made for flights when the load of retardant is accidentally or carelessly dropped on non-target areas. In addition, the cost of the lost load of retardant will be charged to the Contractor and deducted from payments due. All incidents of this nature will be reviewed and final determination made by the NEMA Operations Manager.
 - d. Payment for flight time will be made only when flight is properly ordered by designated personnel; by local incident commander.
 - e. Payment for flights for the benefit of the Contractor such as proficiency flights, functional check flights, ferrying to and from maintenance facilities, required flight following engine change, or transportation of Contractor's support personnel must be approved by the NEMA Operations Manager prior to the flight.

Please provide information regarding Airplane/Vehicle being bid for this contract.

Airplane Type	Year	Make	Model
Type 3	2003	Air Tractor	802F
Fuel Service/Support Truck Type	Year	Make	Model
SEAT Support Vehicle Unit 201 & Mix Trailer Unit 202	2013	Ford	F550

Enter the bid price for each line item.

LINE DESCRIPTION	DETAILS	UNIT OF MEASURE	INITIAL TWO-YEAR CONTRACT	YEAR THREE OPTIONAL RENEWAL	YEAR FOUR OPTIONAL RENEWAL	YEAR FIVE OPTIONAL RENEWAL
FLIGHT TIME COST	If no flight time occurs in a given day then there is no flight time charge. The pilot is limited to eight (8) hours of flight time per day. For all flights, both active fires and for proficiency flights.	FLIGHT HOUR	\$ 4200	\$ \$4326	\$ 4456	\$ 4590
STAND BY COST	Based on a 9-hour day. This can be extended up to 14 hours per day. Standby costs are paid if no flights occur during that calendar day.	DAY	\$ 7500	\$ 7725	\$ 7957	\$ 8196
SUPPORT TRUCK MILEAGE	Mileage to and from the airport from temporary housing only. Any mileage in support of operations. (Support Truck Mileage will not be paid for mobilization or de-mobilization.)	MILE	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
RELIEF COST	Relief Pilot and driver. Regular crew can work 12 days in a row but relief crew is required on days 13 and 14.	PER TWO-DAY RELIEF PERIOD	\$ 2000.00	\$ 2050.00	\$ 2100.00	\$2150.00
EXTENDED PILOT STANDBY	Additional Pilot standby hours after an initial eight (8) hour day.	PER HOUR	\$ 55.00	\$ 55.00	\$ 55.00	\$ 55.00
EXTENDED DRIVER STANDBY	Additional Driver standby hours after an initial eight (8) hour day.	PER HOUR	\$ 75.00	\$ 75.00	\$ 75.00	\$ 75.00
MOBILIZATION COST	Includes flight time, service vehicle mileage, pilot and service vehicle crew compensation and per diem for mobilization from Contractor's home base to designated NEMA SEAT base. NEMA Operation Mgr. will notify Contractor with the start date.	EA	\$ 6000	\$ 6000	\$ 6000	\$ 6000
DEMOBILIZATION COST	Includes flight time, service vehicle mileage, pilot and service vehicle crew compensation and per diem for de-mobilization from designated NEMA SEAT base to Contractor's home base.	EA	\$ 6000	\$ 6000	\$ 6000	\$ 6000
PER DIEM	Charges will be based on the most current Federal Government regulation pay day rates. NEMA will also pay the additional per diem of the relief crew.	EA	GSA Rate	GSA Rates	GSA Rates	GSA Rates
TOTAL:						

Optional Services related to S.E.A.T

Description	UOM	Unit Price
Blazetamer Water Enhancer	Per Load	\$850.00
135 Services via Cessna 180 (see details below)	Per Day/Hour	\$1500 Av \$1000 FT
Reload Program (see details below)	Varies	
Options described in Proprietary Information	As negotiated with State	

1. 135 Services - Aero SEAT Inc. Is certified part 135 operator and has various aircraft and pilots - most utilized is our Cessna 180 which provides for 3 passengers. These services could be used for transporting State personnel, air attack, fire detection or off-site reloading. Additional support services can be provided/negotiated as well if the State is interested.

2. Aero SEAT has developed an off site RELOAD program curriculum to train personnel and/or local fire departments how to reload at an off -site location if that is more advantageous to the State. We have utilized this program with the State of Colorado. Curriculum and training materials/cost can be discussed if this is something the State is interested in providing.



Corporate Overview

Aero Seat Inc.

SOL: 123501 05



COMPANY PROFILE



Aero S.E.A.T. Inc. was established in 2006 and is a Colorado owned and operated company that specializes in aerial wildfire services which include aerial fire detection, aerial fire suppression, and aerial seeding. Aero SEAT also performs aerial application and air charter services. Aero Seat is headquartered in Sterling, Colorado. Aero SEAT is currently certified under FAA part 91,135, and 137.

History of Aero S.E.A.T. Inc.

Aero S.E.A.T. Inc was founded in 2006 by Darrel Mertens as a subsidiary of Aero Applicators, Inc., a company dedicated to serving the needs of its local farmers through a combination of crop protection applications, fertilizer, and agronomic recommendations. As a locally owned and operated company based out of Sterling, Colorado, Aero Applicators has been serving the industry for more nearly 40 years. Darrel established Aero S.E.A.T. Inc. in 2006 as a result of the knowledge gained from running a successful and long-term spraying business. When Aero S.E.A.T. Inc. was founded, it offered aerial fire suppression and aerial search and rescue services. Aero S.E.A.T. Inc. has grown to add services such as aerial seeding and air charters, however aerial fire suppression remains the primary business focus. In 2015 Darrel's son Patrick Mertens became president and took over the overall management of the company.



Core Values

Expertise

Our management team, pilots and equipment operators are held to the highest standard for training and continuing education. We are continually building upon our skills and knowledge to better perform in the field. As a company we are proud to employ a skilled team with decades of experience in all aspects of the industry.

Efficiency

In the SEAT industry efficiency is of utmost importance. With a team of skilled pilots & crew chiefs we strive to limit down time not only when it comes to response time but also any unscheduled maintenance issues. Having an experienced team of experts on staff along with a clear plan for communication allows our team to focus on maximum efficiency.

Integrity

Since the company's inception, integrity has been in the forefront of our core values. As a vendor we are committed to maintaining an honest high-level of safety, maintenance, and standard operating procedures. We know that doing the right thing in the right situation is critical in high-risk and time sensitive situations. By keeping open lines of communication, we will work together to address all issues and ensure the right solution is found.

Facilities

Mertens Air Field (3CO2)

Our home base airport is located 6 miles west of Sterling. Asphalt runway 18/36, 4250' long and 22' wide. Elevation 4.192'. Location features office and main hangar used for on-site maintenance as well as fueling facilities. Additional hangars located to the north and south as well as on-site housing



Sterling Municipal Airport (KSTK)

Sterling Municipal Airport (KSTK), also known as Crosson Field, is a general aviation airport located 3.5 miles west of the center of the City of Sterling at 16562 Hwy 14 – three miles from Aero S.E.A.T. Inc. headquarters. Runway 15/33 is asphalt, 5200' long and 75' wide. The airport's elevation is 4,038'.





Corporate Overview

Table of Contents

- a. Bidder Identification & Information
- b. Financial Statements
- c. Change of Ownership
- d. Office Location
- e. Relationship with the State
- f. Bidder's Employees Relations to State
- g. Contract Performance
- h. Summary of Bidder's Corporate Experience
- i. Summer of Bidder's Personnel/Management Approach
- j. Subcontractors



Bidder Identification & Information

Company Name & Address:

**Aero S.E.A.T. Inc.
12502 County Road 27
Sterling, CO 80751**

Company Type:

**Corporation
Colorado
Est. 3/17/2006
EIN: 20-4515374**

Name and Form of organization has not changed since inception.

OFFICE OF THE SECRETARY OF STATE
OF THE STATE OF COLORADO

CERTIFICATE OF FACT OF GOOD STANDING

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,

Aero S.E.A.T. Inc.

is a

Corporation

formed or registered on 03/17/2006 under the law of Colorado, has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 20061081153 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 12/11/2025 that have been posted, and by documents delivered to this office electronically through 12/12/2025 @ 17:40:00 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 12/12/2025 @ 17:40:00 in accordance with applicable law. This certificate is assigned Confirmation Number 17979812 .



Jena Griswold

Secretary of State of the State of Colorado

*****End of Certificate*****

Notice: A certificate issued electronically from the Colorado Secretary of State's website is fully and immediately valid and effective. However, as an option, the issuance and validity of a certificate obtained electronically may be established by visiting the Validate a Certificate page of the Secretary of State's website, <https://www.coloradosos.gov/biz/CertificateSearchCriteria.do> entering the certificate's confirmation number displayed on the certificate, and following the instructions displayed. Confirming the issuance of a certificate is merely optional and is not necessary to the valid and effective issuance of a certificate. For more information, visit our website, <https://www.coloradosos.gov> click "Businesses, trademarks, trade names" and select "Frequently Asked Questions."



US Department
of Transportation
Federal Aviation
Administration

Operating Certificate

This certifies that

Aero S.E.A.T., Inc.
12502 Rd 27
Sterling, CO 80751

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed therein, for the issuance of this certificate and is authorized to operate as an Air Operator and conduct

Commercial Agricultural Aircraft Operations

in accordance with said Act and its rules, regulations, and standards; **Dispensing of Economic Poisons Allowed.**

This certificate is not transferable and, unless canceled, suspended, superseded, surrendered or revoked, shall continue in effect **Indefinitely**

By Direction of the Administrator

Certificate number: 531G062G

Effective Date: June 14, 2018

Issued at: FSDO, Denver, CO

David Johnson
(Signature)
Acting Manager
(Title)



Financial Statements

Aero S.E.A.T. Inc. is not a publicly held corporation but does utilize a certified public accountant to review financials and prepare tax returns as well as manage all payroll and employer tax accounts.

Our company does not have and has never had any pending judgments or expected litigation, real or potential financial reversals etc. Management is active and on site daily. Aero SEAT Inc. is owned and operated along with our sister company – Aero Applicators Inc. which has been in business for 43 years out of the same company headquarters.

Please see attached letter from our Bank President & Loan Officer stating the strength of our financial position.



6/24/2025

Bank of Colorado

Credit Reference

RE: Aero Applicators Inc, Aero S.E.A.T Inc

To whom it may concern,

Aero Applicators and Aero S.E.A.T, along with the ownership have been long-time Bank of Colorado customers. They have handled all accounts in a satisfactory manner and would be considered one of the better credits within the organization. Today, Aero Applicators has a line of credit of \$1,000,000 that has a zero balance with strong cash reserves and a term loan. Aero S.E.A.T does not have any debt with Bank of Colorado. Globally, they are very strong companies with strong guarantors, working capital and capital depth. They are well qualified to take on additional debts if needed. For any questions or concerns feel free to give me a call.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Etl", with a long, sweeping horizontal line extending to the right.

Ryan Etl

Vice President

Bank of Colorado

Sterling Colorado 80751

970-522-3333



MEMBER FDIC

131 W Main St, PO Box 1706, Sterling CO 80751 • 970.522.3333 • Fax 970.522.3807 • bankofcolorado.com

Aero Seat Inc.
SOL: 123501 05



Change of Ownership

Aero S.E.A.T. Inc. does not anticipate a change in ownership.



Office Location

Aero S.E.A.T. Inc. Office and base of operations is located in Sterling, CO at our private airport – Mertens Air Field (3CO2)

12502 County Road 27, Sterling, CO 80751





Relationships with the State

Aero S.E.A.T. Inc. and Aero Applicators have not had any dealings with the State directly in the last 5 years. However, we have been a vendor on the Yellowbook Aerial Applicators Fire Program through the Nebraska Forest Service – University of Nebraska – Lincoln and have provided aerial fire suppression services several times in the State of Nebraska through this program.

This program is administered by Justin Nickless. This is not included in past performance as it is not a similar contract in size and scope however Justin would be able to give you a reference for us the high level of services we have provided to the State of Nebraska upon request.

Justin Nickless

Fire Management Specialist / Aviation Manager

Nebraska Forest service, University of Nebraska-Lincoln

T: 402-760-1930 E: jnickless2@unl.edu



Bidder's Employee Relations to State

Aero SEAT and all employees do not have any relationship or prior employment with the State of Nebraska.



Contract Performance

The bidder has not had any contracts terminated for default or any other reason in the history of the company.

Please see history of reliability attached.



Reliability of Aero SEAT Inc

Aero SEAT Inc has been very reliable in keeping personnel and equipment operating over any mandatory availability period or under on call contact situations when committed on contract. The following are the total days that Aero SEAT Inc has been unavailable in the last 5 years and the reason to which Aero SEAT was unavailable. These statistics range from operating areas from Pennsylvania, Colorado, Arizona to the west coast of Oregon.

2021- 1.5 days of unavailability (1.5 mechanical)

2022- 0 days of unavailability

2023- .5 days of unavailability (.5 mechanical)

2024- .14 days of unavailability (.14 mechanical)

2025- 0 days of unavailability



Summary of Bidder's Corporate Experience

1. Colorado Exclusive Use SEAT Contract

a) Time Period: 2023-2027

b) Scheduled and Actual Completion Dates: as agreed upon entering 4th year of 5 year contract. MAP usually starts in March and ends in November.

c) Bidder's Responsibilities: Providing two exclusive use SEAT aircraft for Aerial Fire Suppression to the State of Colorado/DFPC on a 240-day MAP. This contract is unique in that it is a long mandatory availability period and requires a high level of coordination to service and staff two aircraft for 8 months. In addition the standard of equipment and level of expertise of pilots must be maintained to a very high standard due to the varying conditions that the Colorado landscape offers.

d) Customer Name & Contact: State of Colorado Division of Fire Prevention & Control –

Sonya Straka Lead Air Tanker Manager

email: sonya.straka@state.co.us

phone: [970.817.3370](tel:970.817.3370)

Vince Welbaum – Aviation Unit Chief

Phone: [\(720\) 413-2537](tel:(720)413-2537)

vince.welbaum@state.co.us

e) Project Description: Prime Contractor - Please see attached Year End Review



2. National On Call SEAT Contract

- a) Time Period: 2024-2029
- b) Scheduled and Actual Completion Dates: Utilized as called on - entering 3rd year of 5 year contract
- c) Bidder's Responsibilities: Providing on call aerial fire suppression services in support of the Department of the Interior for the Lower 48 states.
- d) Customer Name & Contact: DOI/BLM – Angie Forbes
email: aforbes@blm.gov phone: [208-954-2072](tel:208-954-2072)
- e) Project Description: Prime Contractor - Please see attached CPARS

3. Pennsylvania Exclusive Use Contract

- a) Time Period: 2020-2026
- b) Scheduled and Actual Completion Dates: 45-day MAP annually in the spring April/May.
- c) Bidder's Responsibilities: Exclusive use contract with the Commonwealth of Pennsylvania for one aircraft to provide Aerial Fire Suppression services.
- d) Customer Name & Contact: PA Department of Conservation and Natural Resources – Jason Williams
email: japwilliam@pa.gov phone: [717-919-2653](tel:717-919-2653)
- e) Project Description: Prime Contractor

EVALUATION REPORT ON CONTRACTOR PERFORMANCE

FOR all CFAC Contracts – RETURN COMPLETED FORM TO: Colorado DPS Division of Fire Prevention & Control Vince Welbaum Aviation Unit Chief 100900 W. 120 th Ave Broomfield, CO 80021 Questions, call Vince @ (720) 413-2537 vince.welbaum@state.co.us		EVALUATION REPORT ON CONTRACTOR PERFORMANCE """" Compatible Format""""	
		SOURCE SELECTION INFORMATION <i>NOT FOR PUBLIC RELEASE (see FAR 3.104 & 42.1503)</i>	
AGENCY / USER	Colorado Division of Fire Prevention and Control	CONTRACT NO.	CT RCAA 2023*3274
ADDRESS	690 Kipling Street STE 2000	CONTRACTOR	Aero S.E.A.T., Inc.
CITY / STATE / ZIP	Lakewood, Colorado 80215	PERIOD OF PERFORMANCE	FROM March 15, 2024 TO November 9, 2024
CONTRACT CO	Vince Welbaum – DFPC Aviation Unit Chief	LOCATION OF PERFORMANCE	FNL
PROGRAM TITLE	AIRCRAFT FLIGHT SERVICES: <input checked="" type="checkbox"/> AIRPLANE <input type="checkbox"/> HELICOPTER <input checked="" type="checkbox"/> AIR TANKER <input type="checkbox"/> OTHER – specify		
	AIRCRAFT TYPE	SEAT	
CONTRACT EFFORT DESCRIPTION <i>(check all that apply)</i>	<input checked="" type="checkbox"/> EXCLUSIVE USE <input type="checkbox"/> CALL WHEN NEEDED		
	<input type="checkbox"/> FIRE MANAGEMENT <input type="checkbox"/> RESOURCE <input type="checkbox"/> MAINTENANCE		
	<input type="checkbox"/> OTHER MISSION – specify:		
INSTRUCTIONS: This form can be completed on the computer or printed and completed by hand. Use the mouse to navigate. To check or uncheck a box, 'double click' the box . If further direction is required on how to complete this evaluation or where to submit it, please contact your Contracting Officer. Comment boxes are formatted to automatically wrap the entered text. Check the box that best describes the level in which the Contractor supported the area described. Comments are essential and must substantiate your rating selection. N/A = not applicable. If additional space is required, use page 2 of the form or attach additional page(s). SEE PAGE 3 FOR EVALUATION RATINGS DEFINITIONS			
1. Quality of Service. Contractor was professional and conformed to contract requirements. Was capable, efficient and effective in supporting the programs of this contract. Provided well maintained equipment and highly qualified personnel. <input type="checkbox"/> N/A <input type="checkbox"/> Exceptional <input checked="" type="checkbox"/> Very Good <input type="checkbox"/> Satisfactory <input type="checkbox"/> Marginal <input type="checkbox"/> Unsatisfactory COMMENTS: The Contractor did a great job taking care of the aircraft and kept staffed with excellent personnel. One small improvement for vendor crew is more attention to detail when it comes to washing down the loading/parking area after retardant operations.			
2. Schedule. Contractor was prepared and available to begin work on contract start date and provided daily coverage during the contract period with little to no disruption or unavailability. Contractor kept COR informed of crew exchanges, maintenance issues, etc. <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Exceptional <input type="checkbox"/> Very Good <input type="checkbox"/> Satisfactory <input type="checkbox"/> Marginal <input type="checkbox"/> Unsatisfactory COMMENTS: They Contractor was ready to start the contract right from the beginning following through with seamless coverage for the full 240 days with 0 unavailability. Always kept SEMG informed of crew changes and communicated well any staffing challenges they foresaw.			

3. Business Relations. Contractor was cooperative and customer oriented, provided sufficient field support, satisfactorily addressed any issues or concerns, and identified corrective action as necessary. <input type="checkbox"/> N/A <input type="checkbox"/> Exceptional <input checked="" type="checkbox"/> Very Good <input type="checkbox"/> Satisfactory <input type="checkbox"/> Marginal <input type="checkbox"/> Unsatisfactory COMMENTS:	
<p>Contractor was very cooperative and customer oriented for the most part. On occasion, Pilots would question DFPC policies and direction, but this can happen during slow fire seasons. As a State resource it can be difficult to watch other SEATs fly in other states, however the SEMG explained DFPC's Out of State policy and approval process and pilots understood. Overall, the Contractor did a very good job of reacting to our concerns and dealing with them. If Contractor had issues or concern they would present them in a respectful manner, and also brought up learning items and suggestions that made us a better team.</p>	
4. Management of Key Personnel. Contractor and on-site representatives were professional, well qualified, and committed to customer satisfaction and safety of operations. Contractor provided necessary support for key personnel and if applicable, took necessary action to correct or replace any personnel. <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Exceptional <input type="checkbox"/> Very Good <input type="checkbox"/> Satisfactory <input type="checkbox"/> Marginal <input type="checkbox"/> Unsatisfactory COMMENTS:	
<p>Contractor personnel were highly qualified, professional and reacted to fluctuation in staffing needs very well. The ground crew was very professional, they had great training and knowledge and helped contributed to an all around team energy.</p> <p>At times visiting aircraft would load at our base and both vendor ground crew and pilots worked well with other company personnel. Ground crew would provide water and service to aircraft, regardless of company and pilots working in a daisy chain went smoothly and displayed the professionalism of the Contractor.</p>	
5. Other - Safety. Contractor and on-site representatives attitude and efforts, as well as actual application, towards aircraft safety and general safety of operations. <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Exceptional <input type="checkbox"/> Very Good <input type="checkbox"/> Satisfactory <input type="checkbox"/> Marginal <input type="checkbox"/> Unsatisfactory COMMENTS:	
<p>This Contractor was very safety orientated, and pilots were well qualified. The Contractor did have an aviation safety expert act as a consultant to their safety program which was a great thing to see. This consultant participated in pre-season training and also visited with the crews from time to time. One of the very experienced pilots mentioned that this Contractor has the best safety training he has experienced in his career.</p>	
6. Customer Satisfaction. Identify to what level you were satisfied with the services provided under this contract. If given the opportunity, would you hire this Contractor again to accomplish a similar project? <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Exceptional <input type="checkbox"/> Very Good <input type="checkbox"/> Satisfactory <input type="checkbox"/> Marginal <input type="checkbox"/> Unsatisfactory COMMENTS:	
<p>DFPC would gladly work with the Contractor again, and appreciates the continued improvement with this Contract. Contract personnel Jim Watson and Ed Brandt deserve additional recognition for helping out with our training of new folks, and great decision making under pressure. The whole group was great overall, but 2 individuals went over what was required of them for both big operational times or slow times when Ed helped build a gazebo and Jim would take away everyone's trash.</p> <p>The company owner Patrick Mertens also periodically checked in with vendor crew and the CO, and COR to ensure smooth operations and to address any communication barriers or concerns.</p>	

Office manager Thea Sonnenberg also deserves recognition for great communication, attention to detail, honesty and integrity in the invoice reconciliation and billing realm.			
Additional comments to support your response to any item above or other items (include additional page if needed)			
Name and Title of Individual Completing this Form		Sonya Straka DFPC Aviation Specialist	
Signature		Telephone Number 970-817-3370	Date 11/22/2024

RATING	DEFINITION	NOTE
Exceptional	Performance meets contractual requirements and exceeds many to the Government's benefit. The contractual performance of the element being assessed was accomplished with few minor problems for which corrective actions taken by the Contractor was highly effective.	To justify an Exceptional rating, identify multiple significant events and state how they were of benefit to the Government. A singular benefit, however, could be of such magnitude that it alone constitutes an Exceptional rating. Also there should have been NO significant weaknesses identified.
Very Good	Performance meets contractual requirements and exceeds some to the Government's benefit. The contractual performance of the element being assessed was accomplished with some minor problems for which corrective actions taken by the Contractor was effective.	To justify a Very Good rating, identify a significant event and state how it was a benefit to the Government. There should have been no significant weaknesses identified.
Satisfactory	Performance meets contractual requirements. The contractual performance of the element being assessed contains some minor problems for which corrective actions taken by the Contractor appear or were satisfactory.	To justify a Satisfactory rating, there should have been only minor problems, or major problems the contractor recovered from without impact to the contract. There should have been NO significant weaknesses identified.
Marginal	Performance does not meet some contractual requirements. The contractual performance of the element being assessed reflects a serious problem for which the Contractor has not yet identified corrective actions. The Contractor's proposed actions appear only marginally effective or were not fully implemented.	To justify Marginal performance, identify a significant event in each category that the Contractor has trouble overcoming and state how it impacted the Government. A Marginal rating should be supported by referencing the management tool that notified the Contractor of the contractual deficiency. (e.g. quality, schedule, business relations, management of key personnel, safety report or letter)
Unsatisfactory	Performance does not meet most contractual requirements and recovery is not likely in a timely manner. The contractual performance of the element contains a serious problem(s) for which the contractor's corrective actions appear or were ineffective.	To justify an Unsatisfactory rating, identify multiple significant events in each category that the Contractor had trouble overcoming and state how it impacted the Government. A singular problem, however, could be of such serious magnitude that it alone constitutes an unsatisfactory rating. An Unsatisfactory rating should be supported by referencing the management tools used to notify the contractor of the contractual deficiencies (e.g. management, quality, safety, etc.)

[View An Evaluation](#)[Print](#)[Close](#)

FOR OFFICIAL USE ONLY / SOURCE SELECTION INFORMATION - SEE FAR 2.101, 3.104, AND 42.1503

CONTRACTOR PERFORMANCE ASSESSMENT REPORT (CPAR)**Nonsystems****Name/Address of Contractor:**

Vendor Name: AERO S E A T INC

Division Name:

Street: 12502 COUNTY RD 27

City: STERLING

State: CO Zip: 807518320

Country: USA

CAGE Code:

Unique Entity ID: FGBDFSGF38X5

Product/Service Code: W015 Principal NAICS Code: 115310

Evaluation Type: Final**Contract Percent Complete:** 100**Period of Performance Being Assessed:** 05/01/2023 - 04/30/2024**Contract Number:** 140D8019D0005 **Business Sector & Sub-Sector:** Nonsystems - Prof/Tech/Mng Support**Contracting Office:** IBC ACQ SVCS DIRECTORATE (00004) **Contracting Officer:** ANGELINA CLEMENTS **Phone Number:** 5714790325**Location of Work:**

National L-48

Date Signed: 04/03/2019 **Period of Performance Start Date:** 05/01/2019**Completion Date/Last Date to Order:** 04/30/2024 **Estimated/Actual Completion Date:** 04/30/2024**Funding Office ID:** 140L37**Base and All Options Value :** \$400,000,000 **Action Obligation:** \$0**Complexity:** High **Termination Type:** None**Extent Competed:** Full and Open Competition after Exclusion of Sources **Type of Contract:** Firm Fixed Price**Key Subcontractors and Effort Performed:****Unique Entity ID:****Effort:****Unique Entity ID:****Effort:****Unique Entity ID:****Effort:****Project Number:****Project Title:**

Single Engine Airtanker Services

Contract Effort Description:

Aerial Delivered Wildfire Chemicals

Small Business Subcontracting:

FOR OFFICIAL USE ONLY

Aero Seat Inc.

FOR OFFICIAL USE ONLY / SOURCE SELECTION INFORMATION - SEE FAR 2.101, 3.104, AND 42.1503

Does this contract include a subcontracting plan? No

Date of last Individual Subcontracting Report (ISR) / Summary Subcontracting Report (SSR): N/A

Evaluation Areas

Past Rating

Rating

Quality:	Satisfactory	Satisfactory
Schedule:	Satisfactory	Satisfactory
Cost Control:	N/A	N/A
Management:	Satisfactory	Satisfactory
Small Business Subcontracting:	N/A	N/A
Regulatory Compliance:	Satisfactory	Satisfactory
Other Areas:		
(1) SAFETY:		Satisfactory
(2) :		N/A
(3) :		N/A

Variance (Contract to Date):

Current Cost Variance (%): Variance at Completion (%):

Current Schedule Variance (%):

Assessing Official Comments:

QUALITY: Personnel was well qualified for the job including relief personnel.

SCHEDULE: Kept SEAT Base personnel informed of any crew swaps including relief.

MANAGEMENT: No personnel problems of any sort

REGULATORY COMPLIANCE: No known regulatory issues.

OTHER AREAS: Contract personnel was very safety conscious and participated during morning safety briefings.

ADDITIONAL/OTHER: Notes from the field indicate Satisfactory performance.

RECOMMENDATION:

Given what I know today about the contractor's ability to perform in accordance with this contract or order's most significant requirements, I would recommend them for similar requirements in the future.

Name and Title of Assessing Official:

Name: ANGELINA CLEMENTS

Title: Contracting Officer

Organization: Department of the Interior

Phone Number: 5714790325 Email Address: angelina_clements@ibc.doi.gov

Date: 07/31/2024

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Contractor Comments:

ADDITIONAL/OTHER: The evaluation was delivered/received by the contractor on 07/31/2024. The contractor neither signed nor offered comment in response to this evaluation.

Name and Title of Contractor Representative:

Name:

Title:

Phone Number: Email Address:

Date: 10/02/2024

Review by Reviewing Official:

Review by Reviewing Official not required.

Name and Title of Reviewing Official:

Name:

Title:

Organization:

Phone Number: Email Address:

Date:

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FOR OFFICIAL USE ONLY / SOURCE SELECTION INFORMATION - SEE FAR 2.101, 3.104, AND 42.1503

CONTRACTOR PERFORMANCE ASSESSMENT REPORT (CPAR)**Nonsystems****Name/Address of Contractor:**

Vendor Name: AERO S E A T INC

Division Name:

Street: 12502 COUNTY RD 27

City: STERLING

State: CO Zip: 807518320

Country: USA

CAGE Code:

Unique Entity ID: FGBDFSGF38X5

Product/Service Code: W015 Principal NAICS Code: 115310

Evaluation Type: Interim**Contract Percent Complete:****Period of Performance Being Assessed:** 04/30/2022 - 04/29/2023**Contract Number:** 140D8019D0005 **Business Sector & Sub-Sector:** Nonsystems - Prof/Tech/Mng Support**Contracting Office:** IBC ACQ SVCS DIRECTORATE (00004) **Contracting Officer:** ANGELINA CLEMENTS **Phone Number:** (571) 479-0325**Location of Work:**

National L-48

Date Signed: 04/03/2019 **Period of Performance Start Date:** 05/01/2019**Completion Date/Last Date to Order:** 04/30/2024 **Estimated/Actual Completion Date:****Funding Office ID:** 140L37**Base and All Options Value :** \$400,000,000 **Action Obligation:** \$0**Complexity:** High **Termination Type:** None**Extent Competed:** Full and Open Competition after Exclusion of Sources **Type of Contract:** Firm Fixed Price**Key Subcontractors and Effort Performed:****Unique Entity ID:****Effort:****Unique Entity ID:****Effort:****Unique Entity ID:****Effort:****Project Number:****Project Title:**

Single Engine Airtanker Services

Contract Effort Description:

Aerial delivered retardant

Small Business Subcontracting:

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Does this contract include a subcontracting plan? No

Date of last Individual Subcontracting Report (ISR) / Summary Subcontracting Report (SSR): N/A

Evaluation Areas	Past Rating	Rating
Quality:	Satisfactory	Satisfactory
Schedule:	Satisfactory	Satisfactory
Cost Control:	N/A	N/A
Management:	Satisfactory	Satisfactory
Small Business Subcontracting:	N/A	N/A
Regulatory Compliance:	Satisfactory	Satisfactory
Other Areas:		
(1):		N/A
(2):		N/A
(3):		N/A

Variance (Contract to Date):

Current Cost Variance (%): Variance at Completion (%):

Current Schedule Variance (%):

Assessing Official Comments:

QUALITY: Notes from the field: Contractor personnel kept base staff informed of any issues concerning their aircraft. Contractor personnel both worked well with others and regularly maintained their equipment.

SCHEDULE: Schedule met contract requirements. Notes from the field: Updated management on status of relief and aircraft.

MANAGEMENT: Comments from the field: Contractor personnel worked well with the airport management and other cooperators. The contractor personnel provided the Government with a safe and acceptable operation and any issues were handled in a satisfactory manner.

REGULATORY COMPLIANCE: No known regulatory compliance issues.

ADDITIONAL/OTHER: Recommend for similar work in the future.

RECOMMENDATION:

Given what I know today about the contractor's ability to perform in accordance with this contract or order's most significant requirements, I would recommend them for similar requirements in the future.

Name and Title of Assessing Official:

Name: ANGELINA CLEMENTS

Title: Contracting Officer

Organization: Department of the Interior

Phone Number: 5714790325 Email Address: angelina_clements@ibc.doi.gov

Date: 09/26/2023

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Aero Seat Inc.

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Contractor Comments:

QUALITY: We supplied the government with all level 1 pilots in 2022 which would have led to above average performance in the fire environment. This would have reduced government oversight and expense.

MANAGEMENT: Aero SEAT Inc. has tried to impress upon its personnel to always be part of the team when arriving at a new base. In dealing with the local Fixed base operator, we try to support them as much as we can and support local business in buying fuel and any other supplies that we can. The fire year is extremely important to these local fixed base operators and without them the government would not have the abilities to support fire operations like they do.

OTHER AREAS: Providing our availability status to the SEAT coordinator. I feel that Aero SEAT has always been transparent in our availability status with the government. We have had aircraft and pilots available at the location that we have told the government where they were at. We have also been transparent with our response times when we are available either immediately or how much delay in response we would have. This should be of tremendous value to the government because they can trust that what we tell them is most accurate to our best knowledge.

ADDITIONAL/OTHER: I concur with the evaluation however I would like to see if we can get reevaluated to achieve higher than satisfactory ratings in any of the evaluation factors.

CONCURRENCE: I do not concur with this evaluation and request that it be reevaluated.

Name and Title of Contractor Representative:

Name: Patrick Mertens

Title: president

Phone Number: 9705221941 Email Address: patrick@aeroseat.com

Date: 07/20/2023

Review by Reviewing Official:

Concur with assigned ratings

Name and Title of Reviewing Official:

Name: Mandy Ashmore

Title: Chief, Division II, Branch III

Organization: Department of Interior, Interior Business Center, AQD

Phone Number: Email Address: mandy_ashmore@ibc.doi.gov

Date: 09/27/2023

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FOR OFFICIAL USE ONLY / SOURCE SELECTION INFORMATION - SEE FAR 2.101, 3.104, AND 42.1503

CONTRACTOR PERFORMANCE ASSESSMENT REPORT (CPAR)**Nonsystems****Name/Address of Contractor:**

Vendor Name: AERO S E A T INC

Division Name:

Street: 12502 COUNTY RD 27

City: STERLING

State: CO Zip: 807518320

Country: USA

CAGE Code:

Unique Entity ID: FGBDFSGF38X5

Product/Service Code: W015 Principal NAICS Code: 115310

Evaluation Type: Interim**Contract Percent Complete:****Period of Performance Being Assessed:** 04/30/2021 - 04/29/2022**Contract Number:** 140D8019D0005 **Business Sector & Sub-Sector:** Nonsystems - Prof/Tech/Mng Support**Contracting Office:** IBC AVIATION MANAGEMENT (00080) **Contracting Officer:** ANGELINA CLEMENTS **Phone Number:** (571) 479-0325**Location of Work:**

National

Date Signed: 04/03/2019 **Period of Performance Start Date:** 05/01/2019**Completion Date/Last Date to Order:** 04/30/2024 **Estimated/Actual Completion Date:****Funding Office ID:** 140L37**Base and All Options Value :** \$400,000,000 **Action Obligation:** \$0**Complexity:** Medium **Termination Type:** None**Extent Competed:** Full and Open Competition after Exclusion of Sources **Type of Contract:** Firm Fixed Price**Key Subcontractors and Effort Performed:****Unique Entity ID:****Effort:****Unique Entity ID:****Effort:****Unique Entity ID:****Effort:****Project Number:****Project Title:**

Single Engine Airtanker Services

Contract Effort Description:

Aerial delivered fire retardant application

Small Business Subcontracting:

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Does this contract include a subcontracting plan? No

Date of last Individual Subcontracting Report (ISR) / Summary Subcontracting Report (SSR): N/A

Evaluation Areas	Past Rating	Rating
Quality:	Satisfactory	Satisfactory
Schedule:	Satisfactory	Satisfactory
Cost Control:	N/A	N/A
Management:	Satisfactory	Satisfactory
Small Business Subcontracting:	N/A	N/A
Regulatory Compliance:	Satisfactory	Satisfactory
Other Areas:		
(1) SAFETY:		Satisfactory
(2) :		N/A
(3) :		N/A

Variance (Contract to Date):

Current Cost Variance (%): Variance at Completion (%):

Current Schedule Variance (%):

Assessing Official Comments:

QUALITY: Contractor equipment and personnel met contract specifications.

SCHEDULE: Contractor met what was required for schedule with little to no unavailability.

MANAGEMENT: Contractor kept SECO and program manager apprised of issues and status.

REGULATORY COMPLIANCE: No known compliance issues.

OTHER AREAS: Contractor has a satisfactory SMS and training plan for his staff.

RECOMMENDATION:

Given what I know today about the contractor's ability to perform in accordance with this contract or order's most significant requirements, I would recommend them for similar requirements in the future.

Name and Title of Assessing Official:

Name: ANGELINA CLEMENTS

Title: Contracting Officer

Organization: Department of the Interior

Phone Number: 5714790325 Email Address: angelina_clements@ibc.doi.gov

Date: 08/19/2022

Contractor Comments:

ADDITIONAL/OTHER: Contractor agrees with the ratings assigned.

CONCURRENCE: I concur with this evaluation.

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Aero Seat Inc.

FOR OFFICIAL USE ONLY / SOURCE SELECTION INFORMATION - SEE FAR 2.101, 3.104, AND 42.1503

Name and Title of Contractor Representative:

Name: Patrick Mertens

Title: president

Phone Number: 9705221941 Email Address: patrick@aeroseat.com

Date: 09/26/2022

Review by Reviewing Official:

Review by Reviewing Official not required.

Name and Title of Reviewing Official:

Name:

Title:

Organization:

Phone Number: Email Address:

Date:

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Summary of Bidder's Proposed Personnel/ Management Approach

Aero SEAT has extensive experience managing remote operations between fire contracts and various other government contracts away from our home location. The following individuals will be working on the State of Nebraska contract should it awarded.

Patrick Mertens – President and Director of Operations

Thea Sonnenberg – Contract Admin & Billing

Isaac Regier- Chief Pilot/Relief Pilot

Mark Evanson- Primary Pilot/Safety Manager

Cody Nichols – Relief Pilot

Tim Charles- Director of Maintenance

Isaac Regier- A&P Mechanic

Ed Brandt- Lead Crew Chief/Driver

Aiden Vaughn – Crew Chief

In addition to the employees above Aero SEAT also employs additional pilots and crew that would meet the qualifications of this contract. Please see attached resumes and communication/chain of command charts.

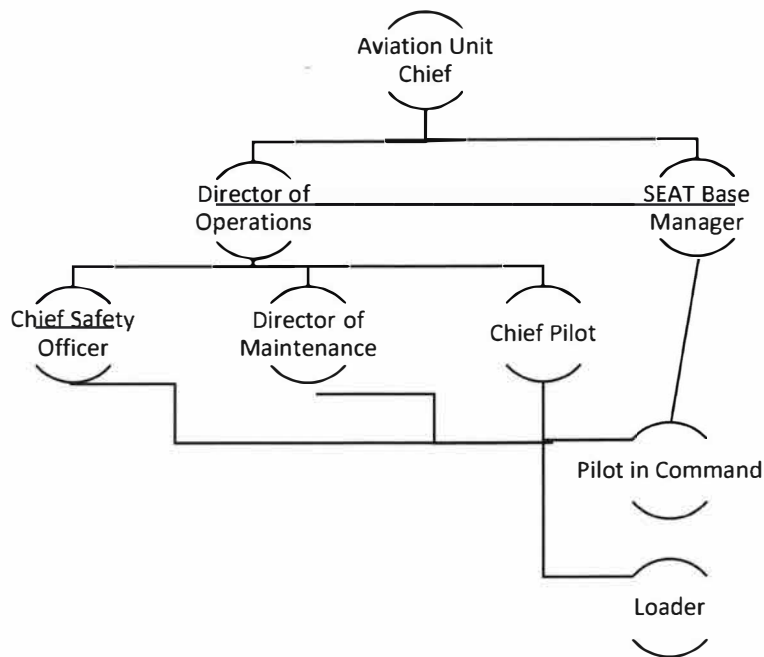


AERO S.E.A.T. INC.

Communication & Chain of Command



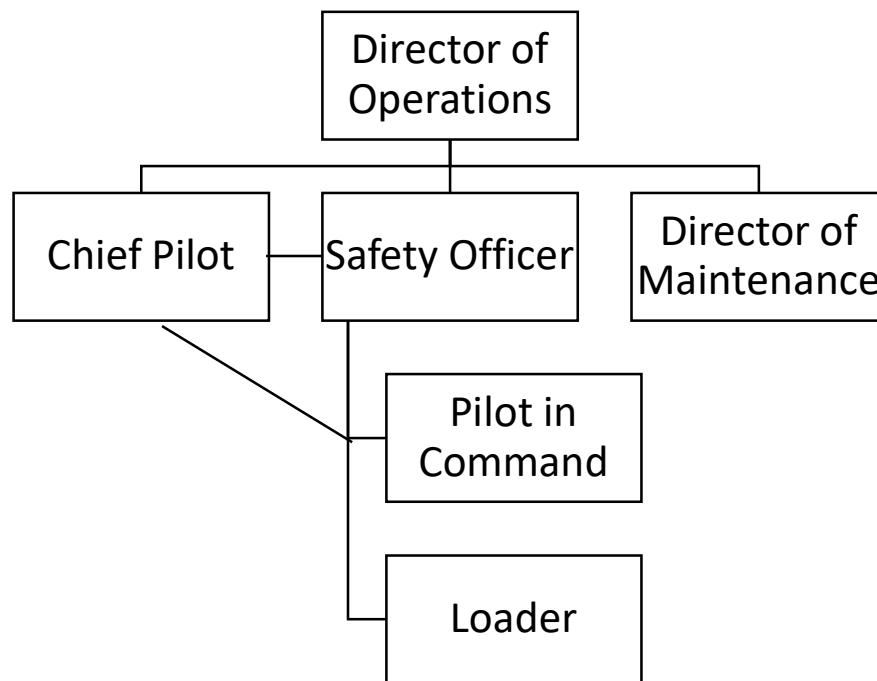
Chain of Command with Department & SEAT Base Manager



Communication with SEAT Base Manager and ultimately the Aviation Unit Chief will be managed according to the above chart. Loader will discuss with Pilot in Command who will then address any issues directly with SEAT Base Manager or Management Team Consisting of Chief Safety Officer, Director of Maintenance and Chief Pilot. The Director of Operations ultimately will be in contact with the SEAT Base Manager and Aviation Unit Chief to ensure all questions or issues are answered and resolved in the correct manner and as soon as possible to maintain efficiency and limit down time.



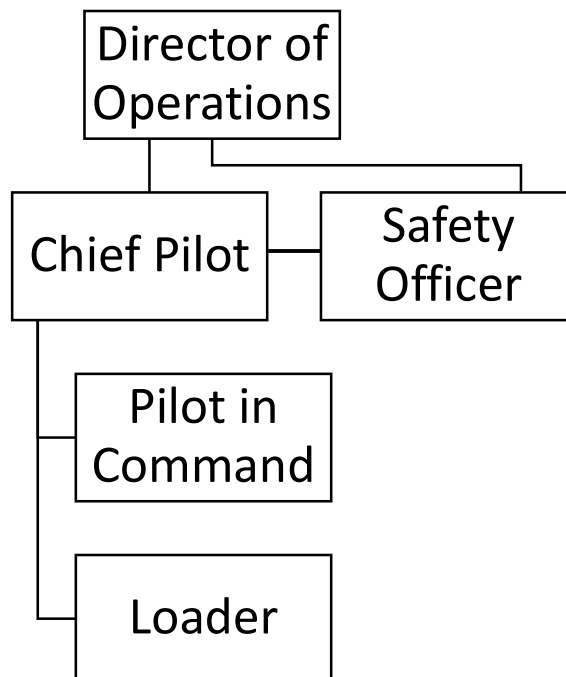
Internal Safety Communication Chain of Command



Effective and timely communication in situations regarding safety is of utmost importance. When a safety issue occurs involving a loader they will discuss the issue with Pilot in Command. Pilot will then discuss with the Safety Officer and Chief Pilot. The Chief Pilot and Safety Officer will all have an open communication with Director of Operations to ensure issue is addressed properly and involve the Director of Maintenance as deemed necessary.



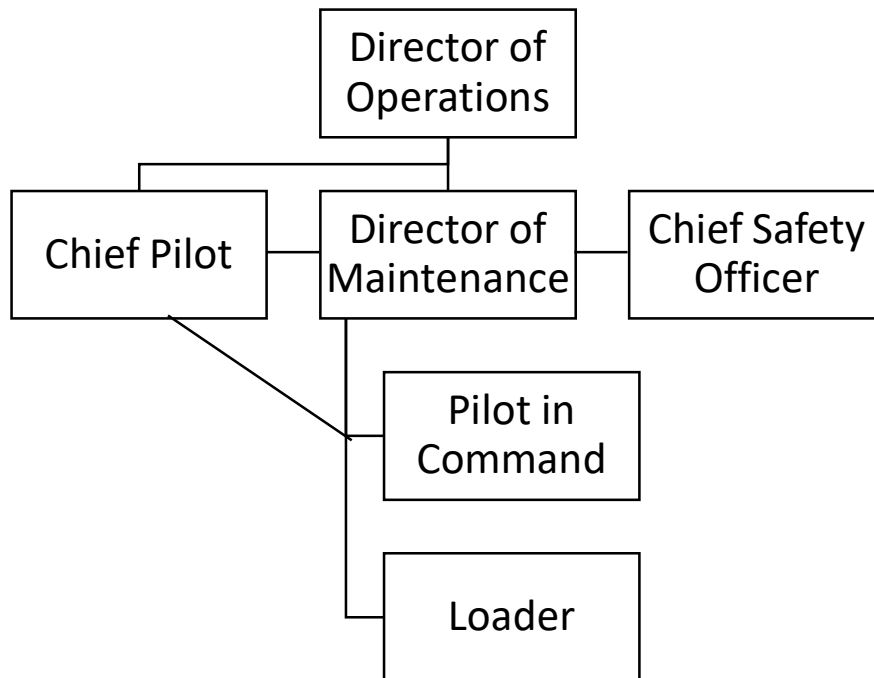
Internal Flight Chain of Command



Should a flight issue arise the Loader and Pilot in Command will communicate with Chief Pilot and work to resolve any minor issues. Chief Pilot will have open lines of communication with Safety Officer and Director of Operations to address any more complex flight issues.



Internal Maintenance Chain of Command



Routine Maintenance is a high priority for Aero S.E.A.T. Inc. however issues in the field are inevitable. Having a clear chain of communication will ensure quick and accurate resolution to any maintenance problems. Loader will discuss with Pilot in Command who will communicate directly with the Director of Maintenance and Chief Pilot. Chief Pilot will discuss any required maintenance with Director of Operations and Director of Maintenance. When necessary, Chief Safety Officer will be consulted for any issues involving safety concerns.



Patrick Mertens – President & Director of Operations



A lifelong resident of Sterling, Colorado, Patrick was introduced to the aviation industry at a young age through the family-owned aerial application business. Over the last 17 years he has gained practical experience working in and around single engine aircraft. Patrick started in the agricultural aviation industry when he was in middle school as part of the ground crew, loading airplanes with products and supporting the aircraft with day-to-day servicing.

Patrick holds two Bachelor of Science degrees in agricultural business and finance from the University of Wyoming in Laramie, Wyoming with specific concentrations in the financing of agricultural industries and the behaviors of financial markets. Patrick has been flying for many years but officially gained his private pilot license in 2016. He currently serves on the board of the Colorado Agricultural Aviation Association.

While attending the University of Wyoming Patrick was an integral part of the university's football team from 2009-2014. He played football for six years where he garnered many accolades including being recognized as an All-American football player and being voted a team captain by his peers. This was just one example of his leadership, managerial ability, and ability to perform in a high-pressure environment.

Patrick has revived and worked full time for Aero S.E.A.T. for 11 years after graduating college in the fall of 2014. He has served as an active manager and day to day Director of Operations of Aero S.E.A.T. Inc for the last 11 years. Patrick took on ownership of the company in the winter of 2020. He has overseen the growth of Aero S.E.A.T. Inc and has managed the everyday challenges of operating an on-demand emergency aviation business. In 2016, Patrick led the company back into the aerial fire suppression business when they received the State of South Dakota Contract with a single Air Tractor 602. Since then, the company has grown slowly and conservatively from one Air Tractor 602 to four Air Tractor 802's. With Patrick's leadership the company has been able to gain numerous state and federal on-call and exclusive use contracts. He has overseen the management of aircraft and personnel from Pennsylvania to the far west coast of Oregon. Patrick's goal is to stand by Aero SEAT's core values of expertise, efficiency and integrity to create a reputation of high-level customer satisfaction while providing honest and trustworthy services.



Thea Sonnenberg – Contract Admin & Billing



Thea joined the Aero SEAT team in 2021 to write bids and admin our government contracts for fire suppression, aerial application & seeding.

She also oversees the billing and licensing for Aero SEAT as well as company training.

Thea brings with her 5 years' experience in grant writing and administration as well as 10 years of experience as a commercial loan officer before coming to Aero SEAT.

Thea graduated from the University of Northern Colorado with a degree in Business Administration – Finance.



Isaac Regier – Level 1 Chief Pilot/Relief Pilot



Isaac (Tommy) Regier grew up in Oklahoma, born into a family that owned an aerial spraying company he knew from an early age being a pilot would be one of his goals. He received his Private Pilot's License in 2006 and graduated in 2012 from Le Tourneau University with a bachelor's degree in Aeronautical Science. Tommy went back to work on the family business for five years crop spraying in Radial and Turbine Dromaders, AT402, AT602 and AT802. He also holds a tailwheel endorsement, Commercial Pilot – Airplane SEL, MEL Instrument Airplane and Advanced Ground Instructor.


Tommy moved to Colorado in 2017 and began spraying for Aero Applicators/Aero S.E.A.T. Inc. In 2018 he received his first fire card and became a Level 1 Fire Pilot in 2021. He currently has over 3000 hours as a PIC, 2800 of those hours being at low level and 200+ hours in AT802.

Tommy has been an integral part of Aero S.E.A.T.'s Fire team for the last seven years as both a primary and relief pilot. He also coordinates and teaches our annual company trainings as well as leading community education programs on the importance of aerial firefighting and wildfire mitigation.

Trainings & Certifications

SEAT1 – SEAT Fire Behavior
SEAT2- SEAT Operations
SEAT3- SEAT Firefighting Tactics
Aero S.E.A.T. Company Training

Flight Safety International PT6A Large Series
NAFA I
NAFA II
Aero S.E.A.T. Mountain Flying Course
FEMA Intro to Incident Command ICS – 100

COLORADO USA 

DRIVER LICENSE

DOB: 07/30/1989
DL#: 17-076-6626
EXP: 07/30/2027

REGIER
ISAAC THOMAS
1612 SIDNEY AVE
STERLING, CO 80751

ISS: 07/26/2022
Sex: M Hgt: 5'11" Eye: HAZ
Class: R NONE

Isaac Thomas Regier

RESTRICTIONS: NONE

ENDORSEMENTS: M - Motorcycle

CLASS: R - Any motor vehicle with a GVWR of less than 28,001 lbs. as a single unit or a combination, designed to carry 15 or fewer passengers, including the driver, and does not carry hazardous material.

38100745645

Previous Type: A

UNITED STATES OF AMERICA XI

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

IV NAME
ISAAC THOMAS REGIER

V ADDRESS 1612 SIDNEY AVE
STERLING CO 80751-2210

VI NATIONALITY USA
IVa D.O.B. 30 JUL 1989

SEX HEIGHT WEIGHT HAIR EYES
M 70 220 BROWN BLUE

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II **GROUND INSTRUCTOR**
III CERTIFICATE NUMBER **3181485**
X DATE OF ISSUE 20 MAR 2018

XIV *OK*
VIII ACTING ADMINISTRATOR

ISAAC THOMAS REGIER XII RATINGS **3181485**

ADVANCED INSTRUCTOR

XIII LIMITATIONS

VI SIGNATURE OF HOLDER *Isaac Thomas Regier*

180724 02/18

UNITED STATES OF AMERICA XI

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

IV NAME
ISAAC THOMAS REGIER

V ADDRESS 1612 SIDNEY AVE
STERLING CO 80751-2210

VI NATIONALITY USA
IVa D.O.B. 30 JUL 1989

SEX HEIGHT WEIGHT HAIR EYES
M 70 220 BROWN BLUE

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II **COMMERCIAL PILOT**
III CERTIFICATE NUMBER **3181485**
X DATE OF ISSUE 20 MAR 2018

XIV *OK*
VIII ACTING ADMINISTRATOR

ISAAC THOMAS REGIER XII RATINGS **3181485**

COMMERCIAL PILOT
AIRPLANE SINGLE & MULTIENGINE LAND; INSTRUMENT AIRPLANE
ENGLISH PROFICIENT, XIII LIMITATIONS

VI SIGNATURE OF HOLDER *Isaac Thomas Regier*

180724 02/18

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE SECOND CLASS

This certifies that (Full name and address):

ISAAC Thomas REGIER
15648 Road 11-2
Mertno CO 80741 USA

Date of Birth	Height	Weight	Hair	Eyes	Sex
07/30/1989	71	237	BROWN	BLUE	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Must use corrective lens(es) to meet vision standards at all required distances.

Limitations

Date of Examination
01/10/2025

Examiner's Designation No.
000013198

Examiner
Signature
Typed Name
Herbert Fahrenholz, MD

AIRMAN'S SIGNATURE
Application ID: 200145217728
Control No.: 200011410280

Fold Here

CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.3)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Comply with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional, operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For International Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.



Mark Evanson – Level 1 Primary Pilot & Air Tractor Factory Authorized Flight Instructor/ SMS Manager



Mark Evanson grew up in Texas completing his pilot's license in 1976 and has tallied over 16,000 total hours as a pilot. He started as an aerial applicator in agriculture spraying with over 10,000 hours of low-level agricultural time and in 2020 joined the Aero Applicators/ Aero S.E.A.T. team as an ag and fire pilot. Additionally, in 2020 Mark became an Air Tractor Factory Authorized Flight Instructor and is now the director of our Fire Pilot Training program providing initial and recurrent training to all Aero S.E.A.T. pilots in our two-seat AT802.

Mark has been Level 1 carded since 2021 and has over 5000 hours in AT802 including low level and mountainous ag and fire time in Montana, Wyoming, Colorado, Nevada, Arizona, Oregon and Pennsylvania.

Mark holds an ATP and Flight Instructor certificate as well as being B737 Type Rated. With over 45 years of experience as a pilot and over 2000 hours as a flight instructor, Mark is an essential part of the Aero S.E.A.T. team. His commitment to continuing education, safety and team training provides our crew with an on-site resource which has proven to be critical in a fast-paced environment.



Air Tractor Factory Authorized Flight Instructor
SolidWorks Certified Professional (3D CAD Design)
NAFA I
NAFA II
NAFA III
WINGS Advanced Pilot since 2016
SEAT1 Fire Behavior
SEAT 2 SEAT Operations
SEAT 3 Firefighting Tactics
A-100 Basic Aviation Safety
A-101 Aviation Safety
A-103 FAA NOTAM System
A-104 Overview of Aircraft Capabilities and Limitations
A-105 Aviation Life Support Equipment
A-106 Aviation Mishap Reporting
A-107 Aviation Policy & Regulations
A-108 Preflight Checklist & Debriefing
A-109 Aviation Radio Use
A-111 Flight Payment Document
A-112 Mission Planning and Flight Request Process
A-113 Crash Survival Basic Safety
A-115 Automated Flight Following
A-116 General Awareness Security Training
A-200 Mishap Review

Texas USA
DRIVER LICENSE

Director: *David L. Blackburn*

DRIVER LICENSE

4d. DL: **26246213** 9. Class: **CM**
3. DOB: **03/24/1958** 4b. Exp: **03/24/2026**
4a. Iss: **03/06/2020**

1. **EVANSON**
2. **MARK ANTHONY**

8. **736 ROBERT VONDERAU RD**
WHARTON, TX 77488-9953

12. Rest: **A** 9a. End: **NONE**
16. Hgt: **5'-10"** 15. Sex: **M** 18. Eyes: **BRO**
6. DD: **03223000134046307656**

Mark A. Evanson

1000038592

CLASS: C-Single or comb veh w/ GVWR ≤ 26,000 lbs which transports placarded HAZMAT or ≤ 16 pass, including driver; M-Motorcycle
REST: A - With corrective lenses

END: NONE

REV: 02/23/2020

DOB: 03/24/1958

Directive to physician has been filed at Tel #

Emergency Contact #

Allergic reaction to drugs:

TEXAS ROADSIDE ASSISTANCE: 1-800-625-6555

UNITED STATES OF AMERICA XI

DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION

IV NAME
MARK ANTHONY EVANSON

V ADDRESS **736 ROBERT VONDERAU RD**
WHARTON TX 77488-9953

VI NATIONALITY **USA** SEX **M** HEIGHT **70** WEIGHT **189** HAIR **BROWN** EYES **BROWN**

IX HAS BEEN FOUND PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II **AIRLINE TRANSPORT PILOT**
III CERTIFICATE NUMBER **2749340**
X DATE OF ISSUE **14 JAN 2020**

XIV *Mark A. Evanson*
VII ADMINISTRATOR

MARK ANTHONY EVANSON XII RATINGS **2749340**

AIRLINE TRANSPORT PILOT
AIRPLANE SINGLE ENGINE LAND & SEA; AIRPLANE MULTISENSE LAND
B-737
COMMERCIAL PRIVILEGES
GLIDER

ENGLISH PROFICIENT

XIII LIMITATIONS

VII SIGNATURE OF HOLDER *Mark A. Evanson*

UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration						
MEDICAL CERTIFICATE FIRST CLASS						
This certifies that (Full name and address): MARK ANTHONY EVANSON 736 ROBERT VONDERAU WHARTON TX 77488 USA						
Date of Birth	Height	Weight	Hair	Eyes	Sex	
03/24/1958	69	196	BROWN	BROWN	M	
has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.						
Limitations	Must use corrective lens(es) to meet vision standards at all required distances.					
Date of Examination 03/28/2025			Examiner's Designation No. 000021013			
Examiner	Signature <i>[Signature]</i>					
	Typed Name Francois Ferron, MD					
AIRMAN'S SIGNATURE <i>[Signature]</i>						
Applicant ID: 1997023993			Control No.: 200011523214			

CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.3)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Comply with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional, operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For International Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.

FAA Form 8500-9 (3-12) Supersedes Previous Edition NSN: 0052-00-670-7002
(Cut on dashed line)



Aviation Safety
Office of Aerospace Medicine
Aerospace Medical Certification Division, AAM-300
P.O. Box 25082
Oklahoma City, OK 73125-9867

MARK ANTHONY EVANSON
736 ROBERT VONDERAU
WHARTON TX 77488 USA

Dear Airman:

Above is your new medical certificate. It supersedes any previous one you may have been issued.

To validate this certificate, it is necessary that you sign it in the space provided (Airman's Signature).

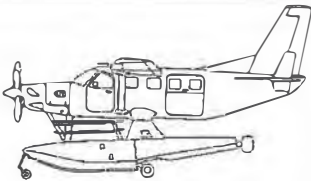
This certificate must be in your possession at all times while exercising your pilot privileges.

		USDA INTERAGENCY USDI AIRPLANE PILOT QUALIFICATION CARD																																																																																																																																																																																																						
I. Pilot Name: <div style="text-align: center; font-size: 1.2em; margin-top: 10px;">Mark Evanson</div>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>VII. Make & Model</th> <th>PIC SIC</th> <th>VFR</th> <th>IFR</th> <th>Auto Pilot</th> <th>Wheels</th> <th>Amphib</th> <th>Float</th> <th>Skis</th> </tr> <tr> <td>AT-802</td> <td>PIC</td> <td><i>Jae</i></td> <td>---</td> <td>---</td> <td><i>Jae</i></td> <td>---</td> <td>---</td> <td>---</td> </tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>										VII. Make & Model	PIC SIC	VFR	IFR	Auto Pilot	Wheels	Amphib	Float	Skis	AT-802	PIC	<i>Jae</i>	---	---	<i>Jae</i>	---	---	---																																																																																																																																																																											
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VI. Issued By: <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;"> Tom Cook <small>(Print Name)</small> <small>(Signature)</small> </div> <div style="text-align: center;"> OAS <small>(Office)</small> <div style="border: 1px solid black; padding: 2px; font-size: 0.8em;"> Digitally signed by THOMAS COOK Date: 2025.03.05 15:29:33 -07'00' </div> </div> <div style="text-align: center;"> 3-5-2025 <small>(Issue Date)</small> </div> </div>																																																																																																																																																																																																								

Pilot Instructions - This authorization card can be stored electronically (i.e. on a phone or tablet). The device must be on your person and the card viewable when exercising the privileges of the authorization card. Or, it can be printed cut out folded twice and carried on your person in paper form.


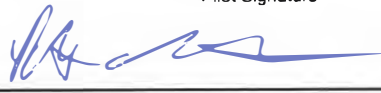


U.S. DEPARTMENT OF THE INTERIOR
INTERAGENCY AIRPLANE PILOT EVALUATION
APPLICATION



I. Applicant Information

a. Name (Last, First) Evanson, Mark		b. Office Telephone 970-522-1941	d. Office E-mail patrick@aeroseat.com
e. Employer Aero SEAT, Inc.	f. Previous Employer Klinkenberg Aerial Spraying		
Address 12502 CR 27	Address P.O. Box 548		
City, ST ZIP Sterling, Colorado 80751	City, ST ZIP Parkersburg Iowa 50665		
Telephone 970-522-1941	Telephone 319 234 2304		
Hire Date 3/1/20	Dates Employed June 08 - Sept 19		

g. Flight Experience		h. PILOT HISTORY:	
Total Pilot Time	16,826	Date of Last Agency Flight Evaluation	August 26, 2021 <input checked="" type="checkbox"/> OAS <input type="checkbox"/> USFS
Pilot-In-Command (PIC) Airplane	16,428	Date of Previous Agency Card	May 5, 2022 <input checked="" type="checkbox"/> OAS <input type="checkbox"/> USFS
PIC Airplane last 12 Months	394	(Attach a copy)	
PIC Airplane Last 60 Days	36	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Aircraft accidents within the last 5 years.	
PIC Single Engine Airplane	15,659	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO FAA violations within the last 5 years.	
PIC Multiengine Airplane	1,200	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO OAS or USFS pilot qualifications card denied, suspended, or revoked.	
PIC Seaplane	27	(Attach details and explanation for each YES)	
PIC Skiplane	0	Remarks:	
PIC Make & Model AT-802	3,272	i. 14 CFR 121/135 QUALIFICATIONS	
PIC Make & Model AT-602	1,874	Date Make & Model Type of Qualification	
IFR Simulated	101	<input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/> SIC Only	
IFR Actual	465	<input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/> SIC Only	
PIC Night	1,180	<input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/> SIC Only	
PIC Large Airplane (>12,500#)	3,406	<input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/> SIC Only	
PIC Turboprop	7,747	(Attach FAA 8410-3 or equivalent)	
PIC Jet	42	j. AIRTANKER/SCOOPER OPERATIONS 14 CFR (dates as required)	
PIC Low Level Airplane (<500' AGL)	10,106	61.55 SIC Qualification 61.56 Flight Review 11/12/2021	
PIC Airtanker/Dispensing Ops.	141	61.57 IFR Currency 01/25/2021 61.58 PIC Proficiency 01/09/2021	
PIC Mission Specific	0	(Attach a copy of endorsement or logbook entries)	
PIC Typical Terrain Low level mountainous	1,735	k. I certify that the information listed on this form is true and correct. In addition, I certify that I have read the information provided pursuant to Public Law 93-579 (Privacy Act of 1974).	
Second-In-Command (SIC) Airplane	200	Feb 28, 2023  Pilot Signature	
SIC in Class SEL	0	Date  Company Official	
SIC Make and Model	0	3/7/23	
SIC Mission Specific	0	Date	

II. Inspector Information:

Verified Certifications:

☐ Pilot Certificate ☐ Medical Certificate ☐ 14 CFR 135 Evaluation ☐ 14 CFR 137 Endorsement ☐ A-110 Certificate

☐ Approved attach OAS-30A ☐ Disapproved (see remarks)

Remarks:

I. ☐ I certify that I have verified the information listed on this form and that it is true and correct to the best of my knowledge.

Inspector:				
	(Print Name)	(Signature)	(Agency)	(Date)



Cody Nichols – Level 1 Pilot



Cody Nichols grew up in Nevada and moved to Kansas shortly after graduating to pursue a career in agriculture. He was in the custom harvest industry for 11 years leading a crew and managing operations as well as volunteering on the city and county fire departments. This experience provided Cody with crucial problem solving and organizational skills that have proved valuable as he has excelled in the aviation industry.

In 2018 Cody finished his private pilot's license and in 2020 his commercial license when he joined the Aero Applicators/Aero S.E.A.T. team. In 2024 Cody was a level II and in 2025 a Level I SEAT pilot. Cody has over 3000 hours with 1500 of those being at low level and over 500

in the Air Tractor 802. Cody is not only a fire pilot for Aero SEAT but also the lead pilot on various other Government contracts for aerial application – fire fuels mitigation and seeding.

Trainings & Certifications

SEAT1 – SEAT Fire Behavior
SEAT2- SEAT Operations
SEAT3- SEAT Firefighting Tactics
A-110 Aviation Transportation of Hazardous Materials

Aero S.E.A.T. Company Training
Class A CDL + Doubles/Triples, HazMat and Tanker
NAFA I
Aero S.E.A.T. Mountain Flying Course

MEDICAL CERTIFICATE SECOND CLASS

This certifies that (Full name and address):

CODY NICHOLS
570 California Street
Sterling CO 80751 USA

Date of Birth	Height	Weight	Hair	Eyes	Sex
05/20/1991	69	155	BLOND	BROWN	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations

None

Date of Examination

01/08/2025

Examiner's Designation No.

000013198

Signature

Typed Name

Herbert Fahrenholtz, MD

AIRMAN'S SIGNATURE

Applicant ID: 2001599823

Control No.: 200011394762

CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.3)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Comply with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional, operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For International Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.

FAA Form 8500-9

(3-12) Supersedes Previous Edition

NSN: 0052-00-570-7002

(Cut on dashed line)



Aviation Safety
Office of Aerospace Medicine
Aerospace Medical Certification Division, AAM-300
P.O. Box 25082
Oklahoma City, OK 73125-9867

CODY NICHOLS
570 California Street
Sterling CO 80751 USA

Dear Airman:

Above is your new medical certificate. It supersedes any previous one you may have been issued.

To validate this certificate, it is necessary that you sign it in the space provided (Airman's Signature).

This certificate must be in your possession at all times while exercising your pilot privileges.

UNITED STATES OF AMERICA XI

DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION

IV NAME
CODY JAMIESON NICHOLS

V ADDRESS 570 CALIFORNIA ST
STERLING CO 80751-2214

VI NATIONALITY USA

IVa D.O.B. 20 MAY 1991

SEX HEIGHT WEIGHT HAIR EYES
M 70 160 BLOND BROWN

IX HAS BEEN FOUND PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II **COMMERCIAL PILOT**

III CERTIFICATE NUMBER **4341066**

X DATE OF ISSUE **28 JUN 2024**

XIV *[Signature]*

VIII ADMINISTRATOR




CODY JAMIESON NICHOLS 4341066

XII RATINGS

COMMERCIAL PILOT
AIRPLANE SINGLE ENGINE LAND & SEA; AIRPLANE MULTIENGINE LAND;
INSTRUMENT AIRPLANE

XIII LIMITATIONS

ENGLISH PROFICIENT.

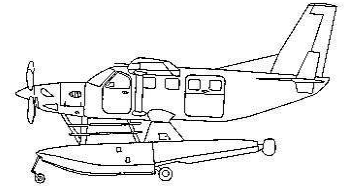
VII SIGNATURE
OF HOLDER



15840 03/24



U.S. DEPARTMENT OF THE INTERIOR
INTERAGENCY AIRPLANE PILOT EVALUATION
APPLICATION

**I. Applicant Information**

a. Name (Last, First) <div style="text-align: center; font-size: 1.2em;">Nichols, Cody</div>		b. Office Telephone <div style="text-align: center; font-size: 1.2em;">970-571-0871</div>		d. Office E-mail <div style="text-align: center; font-size: 1.2em;">patrick@aeroseat.com</div>	
e. Employer	Aero SEAT	f. Previous Employer	Keller Brothers Harvesting		
Address	12502 County Road 27	Address	23015 380 Ave.		
City, ST ZIP	Sterling, Co 80751	City, ST ZIP	Ellis, Kansas 67637		
Telephone	970-571-0871	Telephone	785-623-1733		
Hire Date		Dates Employed	1/1/2015 - 12/31/2019		

g. Flight Experience	Hours
Total Pilot Time	2240
Pilot-In-Command (PIC) Airplane	2180
PIC Airplane last 12 Months	568
PIC Airplane Last 60 Days	63
PIC Single Engine Airplane	2216
PIC Multiengine Airplane	1.5
PIC Seaplane	.8
PIC Skiplane	0
PIC Make & Model AT802	79
PIC Make & Model AT602	205
IFR Simulated	52
IFR Actual	0
PIC Night	44
PIC Large Airplane (>12,500#)	79
PIC Turboprop	1247
PIC Jet	0
PIC Low Level Airplane (<500' AGL)	1297
PIC Airtanker/Dispensing Ops.	1161
PIC Mission Specific	53
PIC Typical Terrain	402
Second-In-Command (SIC) Airplane	0
SIC in Class	0
SIC Make and Model	0
SIC Mission Specific	0

h. PILOT HISTORY:		
Date of Last Agency Flight Evaluation	4/24/2024	<input checked="" type="checkbox"/> OAS <input type="checkbox"/> USFS
Date of Previous Agency Card	4/30/2024	<input checked="" type="checkbox"/> OAS <input type="checkbox"/> USFS
(Attach a copy)		
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Aircraft accidents within the last 5 years. <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO FAA violations within the last 5 years. <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO OAS or USFS pilot qualifications card denied, suspended, or revoked. (Attach details and explanation for each YES)		
Remarks:		

i. 14 CFR 121/135 QUALIFICATIONS			
Date	Make & Model	Type of Qualification	
		<input type="checkbox"/> VFR	<input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/> SIC Only
		<input type="checkbox"/> VFR	<input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/> SIC Only
		<input type="checkbox"/> VFR	<input type="checkbox"/> IFR <input type="checkbox"/> IFR W/AP <input type="checkbox"/> SIC Only
(Attach FAA 8410-3 or equivalent)			

j. AIRTANKER/SCOOPER OPERATIONS 14 CFR (dates as required)			
61.55 SIC Qualification		61.56 Flight Review	1/28/2025
61.57 IFR Currency		61.58 PIC Proficiency	
(Attach a copy of endorsement or logbook entries)			

k. I certify that the information listed on this form is true and correct. In addition, I certify that I have read the information provided pursuant to Public Law 93-579 (Privacy Act of 1974).

2/23/2025	
Date	Pilot Signature
Date	Company Official

II. Inspector Information:

Verified Certifications:

☐ Pilot Certificate
 ☐ Medical Certificate
 ☐ 14 CFR 135 Evaluation
 ☐ 14 CFR 137 Endorsement
 ☐ A-110 Certificate
☐ Approved attach OAS-30A
 ☐ Disapproved (see remarks)

Remarks: _____

I. ☐ I certify that I have verified the information listed on this form and that it is true and correct to the best of my knowledge.

Inspector:			
	(Print Name)	(Signature)	(Date)



Tim Charles – Director of Maintenance



Tim Charles is the owner and operator of Flight Doctor West, LLC located in Caldwell, Idaho. Tim joined the Aero S.E.A.T. team in the fall of 2021 as our Director of Maintenance overseeing all inspections, repairs, and component changes and ensures accompanying documentation is correct and completed in accordance with the manufacturer or FAA approved procedures, conforming to quality control standards, on schedule, and in compliance with FAA regulations.

With over 40 years of experience in diversified aircraft maintenance ranging from single engine aircraft to complex multiengine turboprop aircraft Tim is vital part of the Aero S.E.A.T. Team. Tim's focus is on premium quality maintenance to provide utmost reliability to Aero S.E.A.T.'s customers with limited down time especially with unscheduled maintenance issues.

Tim works closely with our onsite A & P certified mechanic to make decisions and troubleshoot any issues and get them taken care of in a quick and effective manner with safety & efficiency as top priorities. His expertise and quick response time is a critical piece to our successful fire program.

Experience, Trainings & Certifications

A&P/IA Certified

40 years Mechanic Experience

40 years Maintaining Aircraft

35 Years Maintaining Aircraft in the Field

Ongoing trainings by Air Tractor & various other manufacture



1. send a signed request identifying address, state the reason for needing a new permanent mailing address including as General Delivery, Rural Route, and mail your request to the address above. A request for a new permanent certificate could delay or deny the certificate.

2. Return the completed stub at the top of the certificate with a permanent change of address with the certificate.

3. provided in the currently effective regulations or ratings issued in error and should be corrected within 30 days of death of the aircraft.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
INSPECTION AUTHORIZATION	
This certifies that TIMOTHY WALTER CHARLES	
holder of Mechanic Certificate No. <u>3694082</u>	
has been authorized to exercise the privileges of Federal Aviation Regulation 65.95.	
This authority expires March 31, <u>2023</u> unless sooner revoked by the Administrator of the Federal Aviation Administration or extended by endorsement on the reverse of this card.	
DATE ISSUED 03/31/2021	SIGNATURE, FLT. STDS. INSPECTOR <i>[Signature]</i> DAN L. FRANKSON
SIGNATURE OF AUTHORIZED MECHANIC <i>[Signature]</i>	
FAA FORM 8310-5 (8-80) SUPERSEDES PREVIOUS EDITION	

4. s, Part 61.3 requires all pilot flight crewmembers to have a photo ID and a valid pilot certificate or special or readily accessible in the aircraft when exercising the privileges of the pilot certificate or authorization.

5. g as second in command to hold the appropriate type rating for operations outside the U.S. ICAO requires the U.S. to hold a valid medical certificate.

6. a fine under U.S. Code Title 18, imprisonment for not more than 3 years, or both.

FAA Form 8060-65 (12/11)

9/26/2025

To Whom it may concern,

I am Tim Charles owner and operator of Flight Doctor West, LLC. An aircraft maintenance facility based in Caldwell, Idaho. I am also retained as the Director of Maintenance for Aero Seat, Inc. based in Sterling, Colorado. As the Director of Maintenance I am responsible for the continued airworthiness of Aero Seat's aircraft wherever they may fly.

Flight Doctor West, LLC. employees have a diversified maintenance background ranging from small single engine aircraft to complex multiengine turboprop aircraft. Our experience with the agricultural industry which includes S.E.A.T. aircraft spans four decades and includes every model of agricultural aircraft utilized in the domestic United States including the full line of Air Tractor models.

Based in Caldwell, Idaho provides quick response through the Boise, Id. Airport with many daily flights direct to Denver providing service to Colorado and limiting down time to a minimum.

The goal of Flight Doctor West is to provide premium quality maintenance that gives the utmost in reliability from Aero Seat's fleet of aircraft to their customers.

Respectfully,



Tim Charles
Flight Doctor West, LLC.
515 Taildragger Place
Caldwell, Idaho 83605
O 208-455-9350



Isaac Regier – A & P Certified Mechanic



Isaac (Tommy) Regier grew up in Oklahoma, born into a family that owned an aerial spraying company he grew up helping his father and became familiar with aircraft maintenance from a young age. He graduated in 2012 from Le Tourneau University with a bachelor's degree in Aeronautical Science as well as his A&P Certification. Tommy went back to work on the family business for five years and in 2018 moved to Colorado as the head mechanic for Aero Applicators & Aero S.E.A.T.

Tommy supports our fire aircraft at home and on the road with both general and 100hr maintenance. He works closely with the Director of Maintenance and safety team to equip aircraft with leading technology to not only increase efficiency but also adhere to Aero S.E.A.T.'s high safety standards. Tommy is the coordinator and head mechanic for all aircraft upgrades such as storm shields, wire cutters and most recently upgrading our fire fleet to Trotter Controls Gen III gates. With over 15 years of mechanic experience and 10 years as a licensed A & P mechanic, Tommy is an essential part of the continued growth and success of the fire program. His knowledge and experience as well as ability to work effectively at home or on location significantly limits downtime and increases efficiency.

In addition to his mechanic duties, Tommy also coordinates our annual company trainings as well as leading community education programs on wildfire mitigation, aerial firefighting, and basic mechanic skills.

Experience, Trainings & Certifications


A&P Certified

15 Years Mechanic Experience

10 Years Maintaining Aircraft

PT6 Large Line Base Class - 2018

10 Years Maintaining Aircraft in Field
Conditions



COLORADO USA 

DRIVER LICENSE

DOB: 07/30/1989
DL#: 17-076-6626
EXP: 07/30/2027

REGIER
ISAAC THOMAS
1612 SIDNEY AVE
STERLING, CO 80751

ISS: 07/26/2022
Sex: M Hgt: 5'11" Eye: HAZ
Class: R NONE

RESTRICTIONS: NONE

ENDORSEMENTS: M - Motorcycle

CLASS: R - Any motor vehicle with a GVWR of less than 28,001 lbs. as a single unit or in combination, designed to carry 15 or fewer passengers, including the driver, and does not carry hazardous material.

38100745645

Previous Type: A




UNITED STATES OF AMERICA XI

DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION

IV NAME
ISAAC THOMAS REGIER

V ADDRESS
1612 SIDNEY AVE
STERLING CO 80751-2210

VI NATIONALITY USA
D.O.B. 30 JUL 1989

SEX HEIGHT WEIGHT HAIR EYES
M 70 220 BROWN BLUE

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

MECHANIC
CERTIFICATE NUMBER 3181485
DATE OF ISSUE 20 MAR 2018

XIV *OKELM*


VIII ACTING ADMINISTRATOR



ISAAC THOMAS REGIER XII RATINGS 3181485

MECHANIC AIRFRAME; POWERPLANT XIII LIMITATIONS

VII SIGNATURE OF HOLDER *Isaac T. Regier*





Edward Brandt – Crew Chief & Ground Operator



Ed Brandt is a lifelong Colorado Resident with an extensive record in construction, operating equipment, and mechanical engineering. Ed has been with Aero S.E.A.T. Inc since 2021 as a Ground Operator and Crew Chief on Fire Detail. He is our Lead crew chief and provides training and supervision for the department. Ed spent the past four fire seasons operating out of various SEAT bases providing support for Aero S.E.A.T.'s fire crew. With over 40 years of experience in the construction/equipment industry Ed provides crucial knowledge and skill on-location. He has held a Class A CDL for over 40 years with Tanker and HazMat endorsements.

In addition to his CDL certifications, Ed is a Certified Structural Welder with vast experience in many different engineering practices including installation and maintenance of various types of power systems. Ed has experience with operating multiple types of heavy equipment including forklifts, skid loaders, wheel loaders, excavators, cranes, and lifts.

Ed has completed a wide range of trainings including Safety Trainings, Safety Program Management, OSHA and Train the Trainer as well as attending and completing all of Aero S.E.A.T. Inc's company trainings. Ed's attention to detail, experience in related industries, and dedication to maintaining a safe and compliant environment is a great strength to the Aero S.E.A.T. team.

Trainings & Certifications

Aero S.E.A.T. Company Training

Class A CDL + Tanker & HazMat

Certified Structural Welder, all positions to 1" per AWS D1.1



Aiden Vaughn – Relief Crew Chief



Aiden Vaughn joined the Aero SEAT crew for the 2025 season as a loader and crew chief. Aiden's experience comes loading agricultural aircraft for several years in Iowa and Washington before he joined our team.

This year he went out on various government contracts loading aircraft and was our primary loader for an extended contract obligation on the Nation On-Call Contract for 120 days. In addition to being a crew chief Aiden is a private pilot and is working to acquire his commercial license. He has experience driving various trucks and running machinery as well maintaining equipment and aircraft.

Aiden will provide relief crew chief services to any contracts as needed in the upcoming fire seasons.

During the off season, he assists our A & P certified mechanic and maintenance department to keep all aircraft in top shape and ready for the next season.

Trainings and Certifications

Aero S.E.A.T. Company Training
Class A CDL



Subcontractors

Aero SEAT does not anticipate utilizing any subcontractors on this or any contract.



Section II

Aero Seat Inc.
SOL: 123501 05

II. TERMS AND CONDITIONS

Bidder should read the Terms and Conditions within this section and must initial either "Accept All Terms and Conditions Within Section as Written" or "Exceptions Taken to Terms and Conditions Within Section as Written" in the table below. If exception is not taken to a provision, it is deemed accepted as stated. If the bidder takes any exceptions, they must provide the following within the "Exceptions" field of the table below (Bidder may provide responses in separate attachment if multiple exceptions are taken):

1. The specific clause, including section reference, to which an exception has been taken;
2. An explanation of why the bidder took exception to the clause; and
3. Provide alternative language to the specific clause within the solicitation response.

By signing the solicitation, bidder agrees to be legally bound by all the accepted terms and conditions, and any proposed alternative terms and conditions submitted with the solicitation response. The State reserves the right to negotiate rejected or proposed alternative language. If the State and bidder fail to agree on the final Terms and Conditions, the State reserves the right to reject the solicitation response. The State reserves the right to reject solicitation responses that attempt to substitute the bidder's commercial contracts and/or documents for this solicitation.

Accept All Terms and Conditions Within Section as Written (Initial)	Exceptions Taken to Terms and Conditions Within Section as Written (Initial)	Exceptions: (Bidder must note the specific clause, including section reference, to which an exception has been taken, an explanation of why the bidder took exception to the clause, and provide alternative language to the specific clause within the solicitation response.)
PM		

The bidders should submit with their solicitation response any license, user agreement, service level agreement, or similar documents that the bidder wants incorporated in the Contract. The State will not consider incorporation of any document not submitted with the solicitation response as the document will not have been included in the evaluation process. These documents shall be subject to negotiation and will be incorporated as addendums if agreed to by the Parties.

If a conflict or ambiguity arises after the Addendum to Contract Award has been negotiated and agreed to, the Addendum to Contract Award shall be interpreted as follows:

1. If only one (1) Party has a particular clause, then that clause shall control,
2. If both Parties have a similar clause, but the clauses do not conflict, the clauses shall be read together,
3. If both Parties have a similar clause, but the clauses conflict, the State's clause shall control.

A. GENERAL

1. The contract resulting from this Solicitation shall incorporate the following documents:
 - a. Solicitation, including any attachments and addenda;
 - b. Questions and Answers;
 - c. Bidder's properly submitted solicitation response, including any terms and conditions or agreements submitted by the bidder;
 - d. Addendum to Contract Award (if applicable); and
 - e. Amendments to the Contract. (if applicable)

These documents constitute the entirety of the contract.

Unless otherwise specifically stated in a future contract amendment, in case of any conflict between the incorporated documents, the documents shall govern in the following order of preference with number one (1) receiving preference over all other documents and with each lower numbered document having preference over any higher numbered document: 1) Amendment to the executed Contract with the most recent dated amendment having the highest priority, 2) Executed Contract and any attached Addenda 3) Addendums to the solicitation and any Questions and Answers, 4) the original solicitation document and any Addenda or attachments, and 5) the Vendor's submitted solicitation response, including any terms and conditions or agreements that are accepted by the State.



Section IV


Aero Seat Inc.
SOL: 123501 05

IV. PAYMENT

Bidder should read the Payment clauses within this section and must initial either "Accept All Terms and Conditions Within Section as Written" or "Exceptions Taken to Payment clauses Within Section as Written" in the table below. If exception is not taken to a provision, it is deemed accepted as stated. If the bidder takes any exceptions, they must provide the following within the "Exceptions" field of the table below (Bidder may provide responses in separate attachment if multiple exceptions are taken):

1. The specific clause, including section reference, to which an exception has been taken;
2. An explanation of why the bidder took exception to the clause; and
3. Provide alternative language to the specific clause within the solicitation response.

By signing the solicitation, bidder agrees to be legally bound by all the accepted terms and conditions, and any proposed alternative terms and conditions submitted with the solicitation response. The State reserves the right to negotiate rejected or proposed alternative language. If the State and bidder fail to agree on the final Terms and Conditions, the State reserves the right to reject the solicitation response. The State reserves the right to reject solicitation responses that attempt to substitute the bidder's commercial contracts and/or documents for this solicitation.

Accept All Payment Clauses Within Section as Written (Initial)	Exceptions Taken to Payment Clauses Within Section as Written (Initial)	Exceptions: (Bidder must note the specific clause, including section reference, to which an exception has been taken, an explanation of why the bidder took exception to the clause, and provide alternative language to the specific clause within the solicitation response.)
		

A. PROHIBITION AGAINST ADVANCE PAYMENT (Nonnegotiable)

Pursuant to Neb. Rev. Stat. § 81-2403, "[n]o goods or services shall be deemed to be received by an agency until all such goods or services are completely delivered and finally accepted by the agency."

B. TAXES (Nonnegotiable)

The State is not required to pay taxes and assumes no such liability as a result of this Solicitation. The Vendor may request a copy of the Nebraska Department of Revenue, Nebraska Resale or Exempt Sale Certificate for Sales Tax Exemption, Form 13 for their records. Any property tax payable on the Vendor's equipment which may be installed in a state-owned facility is the responsibility of the Vendor.

C. INVOICES

Invoices for payments must be submitted by the Vendor to the agency requesting the services with sufficient detail to support payment. The Summary Sheets shall include the information required by the Nebraska Emergency Management Agency. Such sheets shall include, but are not limited to:

1. flight date, contract number/name;
2. FAA registration;
3. Contractor name;
4. incident number and name;
5. name of pilot;
6. number of passengers;
7. gallons of water dropped, and pounds of cargo delivered;
8. location from which flight time for the day commenced and start time;
9. location at which flight time for the day ended and end time; and
10. flight rate; and
11. any other items pertinent to the establishing of the net sum earned by the Contractor (per Diem, etc.).

Approved invoices will be packaged for payment on a semi-monthly/ monthly basis. NEMA prefers to receive the invoices electronically and will provide email addresses after the award of contract. Any terms or conditions on or attached to any such invoice shall not be binding upon the State, and no action by the State, including without limitation the payment of any such invoice in whole or in part, shall be construed as binding or estopping the State



Technical Response

Aero Seat Inc.

SOL: 123501 05



Technical Questions

4. Describe bidder's approach to providing SEAT service to the State of Nebraska.

Bidder Response:

Please see attached Approach Under Technical Response.

5. Describe what bidder's capacity is, i.e., 1 SEAT or multiple SEAT available to the State of Nebraska.

Bidder Response:

Aero SEAT Intends to provide one SEAT to the State as per the solicitation however we have four aircraft that would meet the minimum requirements of this contract as well as multiple pilots. All are listed on the National DOI – On Call Contract and are currently carded.

6. Describe bidder's approach to availability to the State of Nebraska during the fire season.

Bidder Response:

Aero SEAT is readily available to the State of Nebraska in very close proximity located in Northeast Colorado. As described above we have multiple aircraft and pilots that could/would be available if additional support was needed.

7. Describe bidder's capacity to provide crew relief and rotation.

Bidder Response:

We are very familiar with providing relief and rotations based on industry standard flight and duty times. Aero SEAT employs multiple employees that can provide relief services for either pilot or FSV drivers. In addition to being close geographically we have several pilots and small aircraft available to transport personnel on a quick timeline to meet all relief and rotation requirements.

8. Describe any innovative approaches bidder has initiated with other contracts or services.

Bidder Response:

Aero SEAT has provided standby services from our location in Sterling on shoulder seasons for contracts over the years. With our proximity to the entire state of Nebraska this would definitely be an option and reduce cost with no Mobilization or de mobilization costs as well as no per diem as we have on-site housing for pilots and crew.

We have also partnered with the State of Nebraska in the past on shoulder season using the Yellowbook program. Having a close partner with trained personnel is an asset to the state outside of this contract.

Additional innovative approach information is included in our proprietary information section.



Understanding the Project Requirements

Aero S.E.A.T. over the course of the following presentation will highlight our company strengths and our history in the aerial firefighting industry. Aero S.E.A.T. will accomplish the technical aspects of the contract by

- Employing Level 1 SEAT pilots
- Recurrent training of pilots in our dual controlled AT802
- High level customer service substantiated by our strong past performance ratings
- Aircraft system upgrades such as the Air Tractor Gen III Fire Gate
- Enhanced Aircraft Safety Systems
- Currently Carded & Experienced Personnel and Equipment
- Management personnel that have grown up in the industry
- Focus on Safety, Training & Attention to detail
- Family owned and operated, financially sound company
- Highly capable aircraft

Aero S.E.A.T. will highlight the above listed items as well as many others throughout this proposal presentation. These items will be implemented to assure the quality of work produced by Aero S.E.A.T. Aero S.E.A.T. will also implement strategies and mechanisms that have been proven to be beneficial to both our business success and the continued benefit of our customers which includes many state and federal agencies over the years. By maintaining a high standard for both personnel & equipment, Aero S.E.A.T. will continue to provide high quality, above the bar service for all parties involved. Please see our past performance in Company Overview section for information on our current and past satisfied customers.



Offeror's Development Approach & Project Management Techniques

Aero S.E.A.T.'s administrative approach will be to establish a team-like working environment with all Aero S.E.A.T. employees, the State of Nebraska representatives and fire personnel. Aero S.E.A.T. is a vendor and is charged with supplying the State of Nebraska citizens effective and efficient single engine air tanker aerial fire suppression services. Aero S.E.A.T. will keep the true customer in mind while following the lead and direction of the State of Nebraska, as the citizens representative. Our management will work to establish a team atmosphere and build relationships to work cohesively with the State officials over the term of the contract. We know the only way to serve the citizens is to create an open environment between ourselves and the state Officials and as such the Aero S.E.A.T. management team has made this a central part of all employee training.

The managerial techniques at Aero S.E.A.T. that will be employed over the term of the contract will be to give our employees the opportunity to do their job to the best of their ability. All employees have been trained and certified to perform the duties that they have been hired to do. The management will not micromanage our employees entrusting their knowledge and skill and give them the opportunity to perform their duties as expected. This is not to say that Aero S.E.A.T. management will not have overarching control over the operations. Our policies and control mechanisms that have been implemented will guide all employees in their day-to-day operations. Our management team comprised of the Director of Operations, Director of Maintenance, and Chief Pilot will be highly involved to ensure effective and efficient services. Each employee fulfilling a management role with Aero S.E.A.T. has been highly trained and has extensive experience in the industry. They each have a specific section of the business to take care of and will aide our employees into producing effective and efficient firefighting services. Everyone within the Aero S.E.A.T. framework will be charged with performing their specific duties, creating a "team" relationship with the state officials, and producing effective and efficient services to the citizens of Nebraska



Proposal to Meet Technical Requirements and Detailed Project Work Plan/Deliverables & Due Dates

Please see attached forms detailing technical competency with the aircraft, FSV and crew requirements (personnel documents are listed in Company Overview).

Aero SEAT Inc. Intends to meet the performance requirements of the contract by providing one aircraft and FSV with qualified personnel for primary and relief duty. This aircraft will be available for 60 days as agreed upon with NEMA and stakeholders. As stated, we are also available from our fully capable & staffed private airport located very close to the Nebraska border in Northeast Colorado for any shoulder season activity.

Pending award of the contract we will make ourselves available within 48 hours' notice as per the contract stipulations.



N802HM – Tanker #877



Air Tractor 802F

Year Built: 2003

Engine: PT6A-67AG

Propeller: Hartzell HC-B5MA-3D/ M11276A

Fire Dispersal System: Air Tractor FRDS Gen III



AERO S.E.A.T. INC.

Table of Contents

Air Tractor 802F – T877

Aircraft Weight & Balance Form

Aircraft Equipment List

Registration

Special Airworthiness Certificate

STC's

Performance

Performance Summary

Max Takeoff Weights & Distance

Engine Limits

Max Weight

Fuel & Hopper Capacity

Performance Charts

Type Certificates

Aircraft Maintenance Records

THIS IS TO CERTIFY TO: To Whom It May Concern

THAT THE FOLLOWING POLICY/IES OF INSURANCE HAVE BEEN ISSUED TO:

AERO APPLICATORS, INC.; AERO SEAT, INC.

DARREL MERTENS

P. O. BOX 535

POLICY NO. AV 045806628-14

POLICY PERIOD: From December 31, 2024 to December 31, 2025

INSURANCE COMPANY NATIONAL UNION FIRE INSURANCE COMPANY OF PITTSBURGH, PA

LIABILITY COVERAGES

LIMITS OF LIABILITY

		NON-CHEMICAL		CHEMICAL	
Bodily Injury -- excluding Passengers	\$	each person	\$	250,000.	each person
		each occurrence		500,000.	each occurrence
		aggregate		500,000.	aggregate
Property Damage		each occurrence		250,000.	each occurrence
		aggregate		500,000.	aggregate
Passenger Liability		each person	Not applicable		
		each occurrence	Not applicable		
		aggregate			
Single Limit -- Property Damage & Bodily Injury , excluding Passengers		2,000,000.	each occurrence		each occurrence
Medical Expense -- cluding Crew		each person	Not applicable		
		each occurrence	Not applicable		

Chemical Limits of Liability are part of and not in addition to the Non-chemical Limits of Liability.

All liability arising from any one **occurrence** shall not exceed the Non-chemical Limits of Liability.

Description of **Aircraft** and **Physical Damage** Coverage hereunder

DEDUCTIBLES:

F.A.A. CERT. NO.	MAKE AND MODEL	YEAR BUILT	INSURED VALUE	COVERAGE		NOT IN MOTION	IN MOTION INGESTION MOORING
				PHYSICAL DAMAGE	CHEM		
N4215W	AIR TRACTOR AT402	2008	\$ \$600,000	F	CC	\$ 1,000.	\$ 30,000.
N602DM	AIR TRACTOR AT602	2016	\$1,500,000	F	CC	1,000.	75,000.
N802HM	AIR TRACTOR AT802	2003	\$2,000,000	F	CC	1,000.	100,000.

PHYSICAL DAMAGE Coverage Identified: F. All Risks: Ground & Flight G. All Risks: Not **In Flight** H. All Risks: Not **In Motion**

CHEMICAL CATEGORY: **CC Comprehensive Chemical** **RC Restricted Chemical** **XC Excluding Chemical** N/A Not Applicable

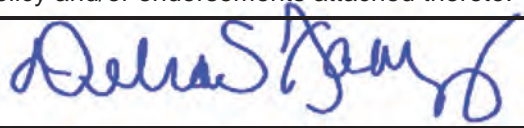
OTHER COVERAGES/CONDITIONS/REMARKS

A certificate of insurance is issued as a matter of information only and confers no rights upon the certificate holder. A certificate of insurance does not amend, extend, or alter the coverage, terms, exclusions, conditions, or other provisions afforded by the policies referenced therein.


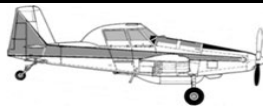
If the policy referenced above is cancelled before the expiration date, notice of cancellation shall be provided to the certificate holder if such notice of cancellation has been included within this policy and/or endorsements attached thereto.

Certificate No. 12

Date of Issue December 30, 2024 mbs

By 
(Authorized Representative)

AG30 (01/13)

OAS-36D 03/2014  <div style="text-align: center;">  SINGLE ENGINE AIR TANKER (SEAT) DATA CARD </div> OFFICE OF AVIATION SERVICES		AIRCRAFT DATA CARD EXPIRES: 02/28/2026 OAS-68 CONTROL NO.: AC25020301A				
		CONTRACT #	ITEM #	TYPE	Expire	Base
		140D0424D0056		OC SEAT		Sterling, CO

OPERATOR <u>Aero Seat, Inc.</u> ADDRESS <u>12502 Cr 27</u> <u>Sterling</u> <u>CO</u> <u>80751</u> PHONE NO. <u>970-571-0871</u> FAX: _____ P.O.C: <u>Patrick Mertens</u> PHONE: <u>970-571-0871</u> COMPANY EMAIL: <u>patrick@aeroseat.com</u>		MAKE, MODEL AND SERIES <u>AT-802</u> REGISTRATION NO. / TANKER NO. <u>N 802HM</u> MFG. SERIAL NO. <u>802-0146</u> HOBBS / TACH READING <u>1925.6 /</u> TYPE AIRWORTHINESS CERTIFICATE: <u>RESTRICTED</u> OAS CONTACT: <u>Allen Colson</u> PH: <u>208-859-0171</u> FAX <u>OAS INSPECTOR</u>	
--	--	---	--

CONTRACT CAPACITY: 800		HOT REFUELING (INITIAL): X NO		TANKER # 877
GATE/DOOR SYSTEM TYPE: <u>FRDS Gen III</u>		YES YES NO		
GATE / DOOR SYSTEM TYPE: INLINE: X TRANSVERSE: <i>(INITIAL ALL BLOCKS)</i>				

Inspected By: /S/	<u>Allen Colson</u>	Print Name:	<u>Allen Colson</u>	Region/Area:	<u>WRO</u>	Date:	<u>02/04/2025</u>
Approved By: /S/	<u>Allen Colson</u>	Print Name:	<u>Allen Colson</u>	Region/Area:	<u>WRO</u>	Date:	<u>02/04/2025</u>

Aircraft Weight and Balance Revision Form

Date: 01/23/2024

Aircraft
Tail No: N802HM
Make: Air Tractor
Model: AT-802
Serial: 802-0146
Time:
TCD No:

Registered Owner
Name: Patrick AERO S E A T INC
Address: 12502 COUNTY ROAD 27 STERLING, CO 807518320

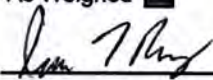
Weight	CG Range
Maximum Weight: 16000.00	FWD: 23 AFT: 35

As Received			
Previous Weight & Balance Date : 07/18/2023			
Empty Weight: 7346.00	Useful Load: 8654.00	Empty Weight CG: 31.2	Moment: 229284.80

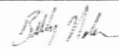

Item	Weight	Arm	Moment
Engine Mount Ballast Weights	89.36	-70.00	-6255.20
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00

New			
Empty Weight: 7435.36	Useful Load: 8564.64	Empty Weight CG: 30.00	Moment: 223029.60

Notes: Aircraft was weighed in Fire Configuration with Air Tractor FRDS GEN III Gate installed.
Installed Ballast Weights
Last Weighing 07/18/2023
Install First Aid and Survival Kit 7 lbs (Calculate on pilot W/B form)

As Calculated <input checked="" type="checkbox"/>	As Weighed <input checked="" type="checkbox"/>	Prepared By: Isaac T. Regier Aero Applicators Inc PO Box 535 Sterling Colorado 80751
Signature: 		
Printed Name: Isaac T. Regier		
Repair Agency No: A&P 3181485		

REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the aircraft when operated.
NATIONALITY AND REGISTRATION MARKS N 802HM	AIRCRAFT SERIAL NO. 802-0146	
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT AIR TRACTOR INC AT-802		
ICAO Aircraft Address Code: 52565006		
I S S U E D T O	AERO SEAT INC 12502 COUNTY ROAD 27 STERLING CO 80751-8320 <div style="text-align: right;">Corporation</div>	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
	It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.	
DATE OF ISSUE August 22, 2017 EXPIRATION DATE August 31, 2027	 ACTING ADMINISTRATOR	 U.S. Department of Transportation Federal Aviation Administration

AC Form 8050-3 (10/2019) Supersedes previous editions

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION		Restricted
	PURPOSE		Agriculture and Pest Control
B	MANU-FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N- 802HM		
	BUILDER	Air Tractor, Inc.	SERIAL NO. 802-0146
	DATE OF ISSUANCE	28 Jul 2017	MODEL AT-802
	OPERATING LIMITATIONS DATED	28 Jul 2017	EXPIRY Unlimited
E	SIGNATURE OF FAA REPRESENTATIVE		ARE PART OF THIS CERTIFICATE
	 Michael D. Bryant		DESIGNATION OR OFFICE NO.
			DART709003SW

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

FAA Form 8130-7 (04/2011) Previous Edition 07/04 May be Used until Depleted

SEE REVERSE SIDE NSN: 0052-00-693-4000

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate

Number SA02535AK

This Certificate issued to Trotter Controls, Inc.
500 L Street, Suite 200
Anchorage, AK 99501

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified herein meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product Type Certificate Number: A19SW

Make: Air Tractor, Inc.

Model: AT-802, AT-802A

Description of Type Design Change: Fabrication of Fire Retardant Dispersal System, GEN III, in accordance with Trotter Controls, Inc. Master Data List ER0322, Rev B, dated March 19, 2020, or later FAA approved revision. Installation in accordance with Trotter Controls, Inc. Installation Manual 9001-0056, Rev C, dated March 13, 2020, or later FAA approved revision.

Limitations and Conditions:

- 1) The installer must determine whether this design change is compatible with previously approved modifications.
- 2) If the holder agrees to permit another person to use this Certificate to alter the product, the holder shall give the other person written evidence of that permission.

(Limitations and Conditions continued on page 3 of 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: November 27, 2018

Date received

Date of issuance: April 1, 2020

Date amended



By direction of the Administrator:

**AUGUST A
ASAY**

Digitally signed by
AUGUST A ASAY
Date: 2020.04.01
07:58:49 -08'00'

(Signature)

August A. Asay
Manager, Anchorage ACO Branch

(Title)

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA02535AK

3) Maintain the installation in accordance with Trotter Controls, Inc., Instructions for Continued Airworthiness Manual 9001-0057, Revision C, dated March 19, 2020, or later FAA accepted revision.

4) FAA Approved Flight Manual Supplement 9001-0052, Revision A, dated December 9, 2019, or later FAA approved revision is a required part of the aircraft flight manual.

-----END-----

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number SA02752AT

This certificate issued to

Air Repair, Inc.
920 Airport Road
Cleveland, MS 38732

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified herein meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product - Type Certificate Number :

A17SW, A19SW, A4SW

Make :

Air Tractor Inc.; Thrush Aircraft, Inc.

Model :

Thrush S2R-G1, S2R-G6, S2R-G10, S2R-T11, S2R-T15, S2R-T34, S2R-T45, S2R-T65, S2R-T660
Air Tractor AT-402, AT-502, AT-602, AT-802

Description of Type Design Change: Installation of the E-Tec ET-107 System that uses a sequential 24V to 48V Fast Start in order to reduce turbine exhaust gas temperatures (EGT) during engine starts per the latest FAA approved revisions of the applicable Master Data List shown for each aircraft model on the table below (see sheet 3).

Limitations and Conditions: "The Fast Start System is limited to ground starts only. The latest FAA approved revisions of the applicable Flight Manual Supplement shown for each aircraft model on the table below (see sheet 3) or later FAA approved revisions, is part of this STC. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated, unless it is determined by the installer that the interrelationship between this change and any other previously approved modifications will produce no adverse effect upon the airworthiness of that airplane. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission."

(See continuation sheet 3 of 3)
Permission for use with N802HM s/n 802-0146 only.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : June 11, 2002

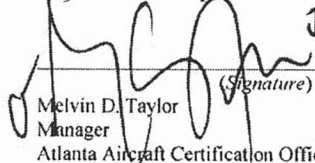
Date reissued : June 28, 2007; November 23, 2010

Date of issuance : October 31, 2003

Date amended : September 14, 2005; May 04, 2012



By direction of the Administrator


(Signature)
Melvin D. Taylor
Manager
Atlanta Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number SA03040CH

This certificate issued to

Reabe Aircraft Improvement
2929 North Bayshore Drive
LaCrosse, WI 54603

**WARNING! THIS STC VALID ONLY
WHEN STAMPED IN RED AND EMBOSSED
WITH THE SEAL OF REABE AIRCRAFT
IMPROVEMENT. REPRODUCTION OF
THIS STC WITHOUT PERMISSION FROM
STC HOLDER MAY RESULT IN A CIVIL
AND/OR FAA VIOLATION.**

certifies that the change in the type design for the following product with the limitations and conditions
therefor as specified hereon meets the airworthiness requirements of Part * of the *
Regulations. *

Original Product - Type Certificate Number: *

* See attached FAA Approved Model List
* (AML) No. SA03040CH for list of approved
airplane models and applicable airworthiness
regulations.

COPY ISSUED TO

SERIAL # 802-0146

Make: *

Model: *

Description of Type Design Change: Installation of a digital payload hopper quantity and spray boom pressure indicating
system in accordance with Drawing List 6DL, Revision Z, dated 9/8/2018, or later FAA approved revision.

Limitations and Conditions:

- 1) Compatibility of this design change with previously approved modifications must be determined by the installer.
- 2) A copy of this certificate must be maintained as part of the permanent records for the modified aircraft.
- 3) If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person
written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until
surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the
Federal Aviation Administration.

Date of application: April 26, 2011

Date reissued:

Date of issuance: December 07, 2011

Date amended: June 1, 2012, December 4, 2012,
April 24, 2015, October 11, 2018



By direction of the Administrator

(Signature)
Steven L. Lardinois
Manager, Systems Section
Chicago ACO Branch

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA FORM 8110-2(10-68)

PAGE 1 of 1 PAGES

This certificate may be transferred in accordance with FAR 21.47.



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SA02658SE

This certificate issued to: Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations

Original Product – Type Certificate Number:

Make:

Model:

Multiple - AML STC

See Approved Model List (AML) SA02658SE for approved aircraft models and applicable airworthiness standards.

Description of Type Design Change:

Installation of Garmin GI 275 Multi-Function Display System. Data required includes Garmin Master Drawing List (MDL) 005-01208-41 Revision 1, dated January 13, 2020 or later FAA-approved revision; Garmin Airplane Flight Manual Supplement (AFMS) 190-02246-12 Revision 1, dated January 13, 2020 or later FAA-approved revision; Garmin Maintenance Manual (Includes Instructions for Continued Airworthiness (ICA)) 190-02246-11 Revision 1, dated January 13, 2020 or later FAA-approved revision.

Limitations and Conditions:

- (1) The installer must determine whether this design change is compatible with previously installed modifications.
- (2) If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.
- (3) A copy of this certificate and AML, the approved AFMS, and the approved ICA must be maintained as part of the permanent records for the modified aircraft.

(See Continuation Sheet on Page 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: March 29, 2018

Date Reissued:

Date of Issuance: January 13, 2020

Date Amended:

By Direction of the Administrator

Signature

Title

JR Brownell
ODA STC Unit Administrator
ODA-240087-CE

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



United States of America
Department of Transportation
Federal Aviation Administration
Supplemental Type Certificate

Number: SA01745WI

This certificate issued to: Hershey Flying Service, Inc.
3370 MN Road
David City, NE 68632

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product – Type Certificate Number:

Make:

Model: See attached FAA Approved Model List (AML) SA01745WI

for all makes, models, and airworthiness requirements.

Description of Type Design Change:

Installation of a Cable Cutter System on the Main Landing Gear. See attached AML SA01745WI for data required.

Limitations and Conditions:

1. Compatibility of this design change with previously approved modifications must be determined by the installer.
2. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: November 19, 2012

Date Reissued: November 16, 2017

Date of Issuance: April 8, 2014

Date Amended: January 22, 2015

By Direction of the Administrator

Signature Tina J. Miller

Title Tina Miller
Manager, Program Management Section
FAA Wichita ACO Branch

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number SA01323CH

This certificate is issued to

Turbine Conversions, Ltd.
18155 120th Ave
Nunica, MI 49448

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 21 of the * Regulations. *

Original Product - Type Certificate Number: * See attached FAA Approved Model List (AML)

Make: * No. SA01323CH for list of approved airplane models

Model: * and applicable airworthiness regulations

Description of Type Design Change:

Installation of a ground single point fueling system in accordance with Turbine Conversions, Ltd. Installation Instructions as listed on AML No. SA01323CH, or later FAA Approved revisions

Limitations and Conditions:

1. Compatibility of this design change with previously approved modifications must be determined by the installer.
2. Aircraft specifications are the same as listed on Type Certificate Data Sheets A4SW, A9SW, A17SW, A19SW or A47EU, except as listed in the FAA Approved Flight Manual Supplement for aircraft modified in accordance with this STC.
3. A copy of this Certificate and FAA Approved Model List (AML) No. SA01323CH, amended April 11, 2014, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.
4. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: July 18, 2000

Date reissued:

Date of issuance: October 19, 2000

Date amended: March 13, 2001; October 25, 2001
October 24, 2005, April 11, 2014



By direction of the Administrator

Michael Dowda
(Signature)

Timothy Smyth
Manager, Propulsion & Program Management Branch
Chicago Aircraft Certification Office

(Title)

Tanker 877 Performance
Air Tractor 802F Type 3 Tanker

Aircraft Specifications:

Engine- PT6A-67AG 1350 HP

Hopper Capacity- 8,800 lbs or 800 gallons

Fuel Capacity- 380 Gallons

Gross Weight- 16,000 lbs

Fire Gate: Air Tractor FRDS GEN III

Performance Requirement i

Payload minimum 6,900 pounds with 1.5 hrs fuel and a 200 lb pilot at 7000ft and 30C

Fuel Burn determined from Exhibit 6

Gross Weight (16,000 pounds)

Empty Weight Fire Configuration (7,346 lbs)

Pilot Weight (200 lbs)

Retardant Weight (6,900 lbs)

Total remaining weight (1,554 lbs)

$1,554 / 6.7\text{\#/gal fuel} = 231.9 \text{ gallons}$

$231.9 \text{ gallons of fuel} / 86 \text{ gal per hr} = 2 \text{ hrs } 41.7 \text{ minutes}$

2 hours 41.7 minutes total endurance time

Performance ii

Capable of takeoff in contract configuration at 7,000ft PA and 30C

Tanker 877 is capable of takeoff at 16,000 lbs gross weight with the above atmospheric conditions. Please see attached Maximum Takeoff Weight chart for this aircraft.

At Baseline Weight: Defined as a reference weight not to be less than 75 percent of the Maximum Weight (above). FAR 23 through Amendment 23-42 with the exception of the following requirements deemed inappropriate per FAR 21.25(a)(1).

Inappropriate FAR 23 Requirements:

23.1, 23.3, 23.45(b)(c)(d)&(e), 23.51, 23.75, 23.221, 23.629(f)(1), 23.777(f)(1),(h)(1)(ii), 23.781(a),(b), 23.867, 23.901(d), 23.954, 23.1303(e), 23.1321(d), 23.1325(b)(3),(e), 23.1351(d)(1), 23.1505(c), 23.1587(a)(5), (a)(6), (a)(7), (a)(8).

Exemption No. 5574 [23.49 (b) (1)] 61 knot stall speed

Equivalent Safety Finding to FAR 23.562, dated September 14, 1992

Equivalent Safety Finding to FAR 23.677 (a), dated March 23, 1999

Equivalent Level of Safety to FAR 23.1093(b), dated December 7, 1992

Datum	Wing Leading edge
Leveling	Top of left hand main landing gear leg 5° tail down
Baggage	One baggage compartment at (+105). Max capacity 60 lbs.
Production Basis	PC2SW
Export Eligibility	Aircraft will be eligible for issuance of an Export Certificate of Airworthiness subject to compliance with FAR Part 21.
NOTE 1	FAA approved Airplane Flight Manual dated December 17, 1992, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 40 lbs. at (+33.0).
NOTE 2	All placards required by either FAA Approved Airplane Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the aircraft.
NOTE 3	Life Limited airframe parts are listed in the applicable AT-802/802A series Maintenance Manual
NOTE 4	The placard "FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED" may be deleted when Lightning-Safe modifications have been incorporated in accordance with drawing 11615.
NOTE 5	AT-802A aircraft prior to s/n 802A-0074 with PT6A-67R, PT6A-67AF, or PT6A-67AG engines installed that have been retrofitted with the p/n 50821-32 side-thrust engine mount must use the Hartzell p/n HC-B5MA-3D/M11276NS propeller.

II - Model AT-802 PCLM (Restricted Category) Approved April 27, 1993

Engine	Pratt & Whitney PT6A-45R, PT6A-65AR, PT6A-65B, PT6A-65R, PT6A-65AG, PT6A-67R, PT6A-67AG, PT6A-67AF, or PT6A-67F
Fuel	ASTM D1655-70, JET A, JET A1, JET B, MIL-T-5624, JP-4, JP-8 For required use of anti-icing additives and emergency use of aviation gasoline per MIL-G-5572, refer to the FAA Approved Airplane Flight Manual.
Oil	MIL-L-7808, MIL-L-23699

Engine Limits PT6A-45R

Power Setting	SHp	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1173	3625		800 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1020	3150		800	104.0	1700	90 to 135	0 to 99
MIN Idle (Run)				700	58.0		60 Min.	-40 to 99
Starting			800	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		850 (20 sec)	104.0	1870		
MAX Reverse	315	1000		800		1650	90 to 135	0 to 99

Engine Limits PT6A-65AR, PT6A-65R

Power Setting	SHp	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1295	4000		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1173	3625		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				715	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-65AG

Power Setting	SHp	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1295	4000		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				715	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	-40 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-65B

Power Setting	SHp	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1100	3625		820 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1100	3625		810	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				700	58.0		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	0 to 99

Engine Limits PT6A-67R

Power Setting	SHp	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1424	4400	835	855 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770	820	840	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				755	58		60 Min.	-40 to 99
Starting			700	1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			765		1650	90 to 135	10 to 99

Engine Limits PT6A-67AG

Power Setting	SHp	Torque Ft-Lb	Nominal ITT°C	Maximum Observed ITT°C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1350	4170		800 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770		800	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				750	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	10 to 99

Engine Limits PT6A-67AF

Power Setting	SHP	Torque Ft-Lb	Nominal ITT °C	Maximum Observed ITT °C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1424	4400		855 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3825		840	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				750	58.0		60 Min	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		870 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			765		1650	90 to 135	10 to 99

Engine Limits PT6A-67F

Power Setting	SHP	Torque Ft-Lb	Nominal ITT °C	Maximum Observed ITT °C	Ng RPM %	Np RPM	Oil Pressure PSIG	Oil Temp °C
Takeoff	1424	4400		870 (5 min)	104.0	1700	90 to 135	10 to 99
MAX. Continuous	1220	3770		870	104.0	1700	90 to 135	10 to 99
MIN Idle (Run)				760	58.0		60 Min.	-40 to 99
Starting				1000 (5 sec)			0 to 200	-40 to 99
Transient		5100 (20 sec)		910 (20 sec)	104.0	1870	40 to 200	0 to 110
MAX Reverse	900			760		1650	90 to 135	10 to 99

Propeller &
Propeller
Limits

FOR PT6A-45R, PT6A-65B, PT6A-65AR, PT6A-65R, or PT6A-65AG ENGINES:

Hartzell HC-B5MP-3C/M10876AS or HC-B5MP-3C/M10876ANS

Maximum dia. 111.0 inch, minimum dia. 110.7 inch

Pitch settings, high 79.0°, low 16.5°, reverse -11.0° at 42 inch station.

OR:

Hartzell HC-B5MP-3F/M11276NS

Maximum dia. 115.2 inch, minimum dia. 114.7 inch

Pitch settings, high 83.1°, low 13.9°, reverse -10.0° at 42 inch station.

Propeller &
Propeller
Limits

FOR PT6A-67R, PT6A-67AF, PT6A-67AG, or PT6A-67F ENGINES:

Hartzell HC-B5MA-3D/M11276 or HC-B5MA-3D/M11276N (Thru s/n 802-0076)

Hartzell HC-B5MA-3D/M11276NS (s/n 802-0078 & Subs.) See Note 5

Maximum dia. 115.2 inch, minimum dia. 114.7 inch

Pitch settings, high 83.1°, low 13.9°, reverse -10.0° at 42 inch station.

OR

Hartzell HC-B5MA-3D/M11691NS (s/n 802-0001 & subs.)

Minimum diameter – 118.2 in. Maximum diameter – 118.7 in

Pitch settings, high 84.0°, low 13.9°, reverse -10.0° at 42 inch station

Airspeed Limits (CAS)	VNE (Never Exceed)	227 mph (197 knots) below 12,500 lbs.	
	*VNE (Never Exceed)	169 mph (147 knots) above 12,500 lbs.	
	*VA (Maneuvering)	169 mph (147 knots)	
	*VNO (Max. structural cruise)	169 mph (147 knots)	
	**VNE (Never Exceed)	167 mph (145 knots) above 12,500 lbs.	
	**VA (Maneuvering)	167 mph (145 knots)	
	**VNO (Max. structural cruise)	167 mph (145 knots)	
	VFE (Flap extended)	142 mph (123 knots)	
*For s/n 802-0001 thru 802-0059			
**For s/n 802-0064 & subs.			
C.G. Range	(-23.0) to (+27.0) at 15,000 lbs. (with PT6A-45R) (+23.0) to (+27.0) at 16,000 lbs. (with PT6A-65 or -67 series) (-23.0) to (+30.59) at 14,800 lbs. (with PT6A-65 or -67 series) (+23.0) to (+32.0) at 10,200 lbs. (with Swathmaster Spreader) (+23.0) to (+35.0) at 10,300 lbs. Straight line variation between points.		
Max Weight	15,000 lbs. (with PT6A-45R) in sprayer configuration 14,850 lbs. (with PT6A-45R) in duster configuration 16,000 lbs. (with PT6A-65 series or PT6A-67 series) in sprayer configuration 15,200 lbs. (with PT6A-65 series or PT6A-67 series) in duster configuration 16,000 lbs. (with PT6A-65 series or PT6A-67 series) in fire bomber configuration 15,000 lbs. (with PT6A-45R) in fire bomber configuration 14,800 lbs. (with PT6A-65 series or PT6A-67 series) in aerial surveying/patrolling configuration		
No. of Seats	1 at (-84), 1 at (+123)		
Max. Hopper Load	8,000 lbs. (-20.5) with PT6A-45R 8,800 lbs. (-20.5) with PT6A-65 series or PT6A-67 series		
Fuel Capacity	256 gallons (+33.0)	(250 gal. usable capacity, one 127 gal. tank in each wing)	
	308 gallons optional (+33.0)	(302 gal. usable capacity, one 153 gal. tank in each wing)	
	380 gallons optional (+33.0)	(374 gal. usable capacity, one 189 gal. tank in each wing)	
Oil Capacity	10.0 quarts, 6.0 quarts usable		
Control Surface Movements	Elevator	Up $29^{\circ} \pm 1^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
	Elevator tab	Up $8^{\circ} \pm 1.5^{\circ}$	Down $11^{\circ} \pm 1.5^{\circ}$
	Rudder	Left $24^{\circ} \pm 1^{\circ}$	Right $24^{\circ} \pm 1^{\circ}$
	Aileron	Up $17^{\circ} \pm 1^{\circ}$	Down $13^{\circ} \pm 1^{\circ}$
	Flaps	---	Down $30^{\circ} \pm 1.5^{\circ}$
Serial Nos. Eligible	802-0001 and subsequent.		
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification. In addition, the following equipment is required: a. Operative pre-stall warning system (Dwg. 50130) b. 24 volt electrical system c. Slip indicator d. Fire Extinguisher (Dwg. 10564 or 11421)		
Agricultural Dispersal Equipment	The following agricultural dispersal equipment may be installed: None, or any of the following: a. Dust spreader (Dwg. 80634 or 80697 or 80776) b. Standard spray system (Dwg. 80472 or 80745) c. Micronair spray system (Dwg. 80678) d. Fire gate spray system (Dwg. 80745) e. Automatic flagger (Dwg. 80612)		

- f. Drift finder smoker (Dwg. 80610)
- g. Crop Hawk, Micronair, Accuflo flowmeter (Dwg. 80472)
- h. 48 extra nozzles (Dwg. 80037)
- i. Night working lights (Dwg. 60382)
- j. Hopper rinse system (dwg. 80900)
- k. Foam tank (dwg. 80576)

Optional
Equipment

The following items of optional equipment may be installed.
Other items of optional equipment may be approved but not listed here.

Conventional fire bomber gate and vent (Dwg. 81196)
Computerized fire bomber gate and vent (Dwg. 80540)
Air conditioning system (Dwg. 60414 or Dwg. 60719)
Cockpit heater (Dwg. 51477)
Fuel flowmeter (Dwg. 60286 or 60499)
Attitude gyro (Dwg. 51625)
Turn coordinator (Dwg. 51625)
King COM or NAV/COM radio (Dwg. 60616)
Windshield washer (Dwg. 60439)
Windshield wiper (Dwg. 60296)
King transponder (Dwg. 60434)
King LMH 3142 radio (Dwg. 60436)
King DME (Dwg. 60451)
King HSI/Slaved compass (Dwg. 60451)
King audio console (Dwg. 60451)
Loran-C (Dwg. 60451)
King - Automatic direction finder (Dwg. 60724)
Garmin GPS 150 (Dwg. 60619)
Trimble GPS (Dwg. 60978)
N.A.T. Audio Control Panel (Dwg. 60493)
King KN53 NAV (Dwg. 60453)
S-Tec Autopilot (dwg. 70656)
King KLX-135 GPS/COM (dwg. 60939)
ACK ELT (dwg. 60617)
Narco ELT (Dwg. 60554)
Dorne & Margolin ELT (Dwg. 60684)
Public Address/Siren (dwg. 60922)
Directional Gyro (dwg. 51625)
Vertical Speed indicator (dwg. 51625)
King high frequency radio (Dwg. 61001)
King radar Altimeter (Dwg. 61004)
King GPS (Dwg. 60992)
King Marker beacon (Dwg. 60473)
Garmin GMA 340 Audio Control (Dwg. 61155)
Garmin GNS 530 GPS NAV COM (Dwg. 61163)
Garmin GNS 430 GPS NAV COM (Dwg. 61161)
Garmin GNC 250XL GPS COM (Dwg. 61159)
Garmin GTX 327 Transponder (Dwg. 61157)
King KRA 405B Radar Altimeter (Dwg. 61196)
Engine Fire Detection System (Dwg. 52260)
Garmin/Apollo SL40 Com Radio (Dwg. 61339)
FCU Override System (70640)
Light Package (Dwg. 60038)
Ram Air Engine Inlet (Dwg. 51208)
Auxiliary Fuselage Fuel System (Dwg 52940) (for Aerial Surveying/Patrolling configuration)
Electronics International MVP-50T Engine Monitor Installation (drawing 53160 – alternate to 51625 standard instrument installation)
Amsafe Inflatable Restraints (Dwg 11068)
Dispersal Monitoring System (Dwg 81926)
Reabe Hopper Gauge System (Dwg 82060)
Retractable Firewall Mount (Dwg 13874)
Armor Installation (Dwg. 12032)

Forward Avionics Console (Dwg. 62104)
 Aft Avionics Console (Dwg. 62105)
 Ballistic Glass Split Doors (Dwg. 11984)
 Dual Engine Starter and Ignitor Switches (Dwg. 60408)
 Dual Fuel Shutoff Valve Controls (Dwg. 53328)
 Dual Fuselage Fuel Valve Controls (Dwg. 71440)
 Dual Parking Brake Controls (Dwg. 40108)
 Dual Trim Controls (Dwg. 70556)
 Externally Mounted Tow Bar (Dwg. 40162)
 Optional Engine Power Quadrant (Dwg. 70567)

Certification Basis

FAR 23, dated February 1, 1965, through Amendment 23-42, effective February 4, 1991 with the following sections below being defined as appropriate or inappropriate for the special purpose use of agricultural spraying, dusting, and seeding and for the special purpose use of forest and wildlife conservation (fire fighting) per FAR 21.25 (b)(1) and 21.25(b)(2); including the special purpose of Drug Eradication in accordance with FAR 21.25(b)(7) for the application of herbicides.

Additionally, the airplane may be operated under the special purposes of aerial surveying per FAR 21.25(b)(3) and patrolling per FAR 21.25(b)(4) with the following restrictions to meet the requirements of FAR 36 Appendix G, Amendment 36-28:

- 1) Maximum takeoff weight of 14,800 lbs
- 2) No installed engine with less than 1,295 SHP at takeoff. Acceptable engines are:
 - a) PT6A-65AG
 - b) PT6A-65AR
 - c) PT6A-65R
 - d) PT6A-67AG
 - e) PT6A-67AF
 - f) PT6A-67R
 - g) PT6A-67F
- 3) No agricultural spray or granular dispersal equipment installed, consisting of:
 - a) Spray booms (Dwg 80647)
 - b) Spray plumbing (Dwg 80643 or 81321)
 - c) Fan-operated spray pump (Dwg 80635, 81199, or 80745)
 - d) Spreader (Dwg 80776, 80634, or 80697)

At Maximum Weight: Defined as the maximum restricted category gross weight the airplane is to be operated and includes at least full fuel, full operating liquids, crew, baggage, and full hopper.

Appropriate FAR 23 Requirements:

23.21, 23.23, 23.25(a), 23.29, 23.49(a)(c), 23.65(c), 23.143, 23.171, 23.173(c), 23.201, 23.231(a), 23.233, 23.235, 23.251, All of Subpart C - Structures, 23.629, 23.721, 23.723, 23.725, 23.726, 23.727, 23.731, 23.733, 23.1041, 23.1043, 23.1045, 23.1323, 23.1505, 23.1545, 23.1585(a).

Serial numbers 802-0001 thru 802-0082 do comply with 23.629(f).

At Baseline Weight: Defined as a reference weight not to be less than 75 percent of the Maximum Weight(above). FAR 23 through Amendment 23-42 with the exception of the following requirements deemed inappropriate per FAR 21.25(a)(1).

Inappropriate FAR 23 Requirements:

23.1, 23.3, 23.45(b)(c)(d)&(e), 23.51, 23.75, 23.221, 23.777(f)(1),(h)(1)(ii), 23.781(a),(b), 23.629(f)(1), 23.867, 23.901(d), 23.954, 23.1303(e), 23.1321(d), 23.1325(b)(3),(e), 23.1351(d)(1), 23.1505(c), 23.1587(a)(5), (a)(6), (a)(7), (a)(8).

Exemption No. 5574 [23.49 (b) (1)] 61 knot stall speed

Equivalent Safety Finding to FAR 23.562, dated September 14, 1992

Equivalent Safety Finding to FAR 23.677 (a), dated March 23, 1999

Equivalent Level of Safety to FAR 23.1093(b), dated December 7, 1992

Datum

Wing Leading edge

Leveling Means	Top of lefthand main landing gear leg 5° tail down
Baggage	One baggage compartment at (+105). Max capacity 60 lbs.
Production Basis	PC2SW
Export Eligibility	Aircraft will be eligible for issuance of an Export Certificate of Airworthiness subject to compliance with FAR Part 21.
NOTE 1	FAA approved Airplane Flight Manual dated April 27, 1993, or later FAA approved revision is required. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The empty weight and corresponding center of gravity location must include the following unusable fuel: 40 lbs. at (+33.0).
NOTE 2	All placards required by either FAA Approved Airplane Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the aircraft.
NOTE 3	Life Limited airframe parts are listed in the applicable AT-802/802A series Maintenance Manual
NOTE 4	The placard "FLIGHT IN VICINITY OF THUNDERSTORMS PROHIBITED" may be deleted when Lightning-Safe modifications have been incorporated in accordance with drawing 11615.
NOTE 5	AT-802 aircraft prior to s/n 802-0078 with PT6A-67R, PT6A-67AF, or PT6A-67AG engines installed that have been retrofitted with the p/n 50821-32 side-thrust engine mount must use the Hartzell p/n HC-B5MA-3D/M11276NS propeller.
NOTE 6	Aircraft s/n 802-4001 and subsequent have wings and fuselage frames that are configured for planned future modifications.

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SECTION 4 - PERFORMANCE

GENERAL:

Takeoff and climb performance has been demonstrated at 16,000 lbs. (7257 kg.) gross weight from a dry smooth hard runway and under special conditions for RESTRICTED CATEGORY operations. Density altitude, runway surface, weather conditions and airplane condition must be given special consideration during all RESTRICTED CATEGORY operations. The maximum weights as shown on page 33 assure climb performance of at least 300 feet per minute or 2.5 percent gradient, whichever is greater, using maximum continuous power, flaps at 10°, 122 mph (106 kts) IAS climb speed.

AIRSPEED DEFINITIONS:

The airspeed terminology is presented below in what is called the normal airspeed sequence. This sequence begins with the airspeed actually seen by the pilot and progresses through the several airspeeds which can be derived from the airspeed indicator and other information. All airspeed values presented in terms of indicated airspeed assume a zero instrument error.

1. Indicated airspeed (IAS) is the number actually read from the airspeed indicator which has a zero instrument error.
2. Calibrated airspeed (CAS) is the result of further correcting the indicated airspeed for error of the pressure inputs to the airspeed indicator, which are termed position error.

AIRSPEED CALIBRATION:

The variation of calibrated airspeed with indicated airspeed is shown on the next page.

ASSOCIATED CONDITIONS:

Power:	Sufficient for level flight (Nominal)	
Configuration:	Clean	Landing
Wing Flaps:	0 Deg.	30 Deg.

POWER AVAILABLE:

The following equation may be used to calculate horsepower (SHP) desired with various combinations of Torque and propeller RPM

$$\text{SHP} = \frac{\text{Propeller RPM} \times \text{TORQUE FT.-LBS.}}{5252}$$

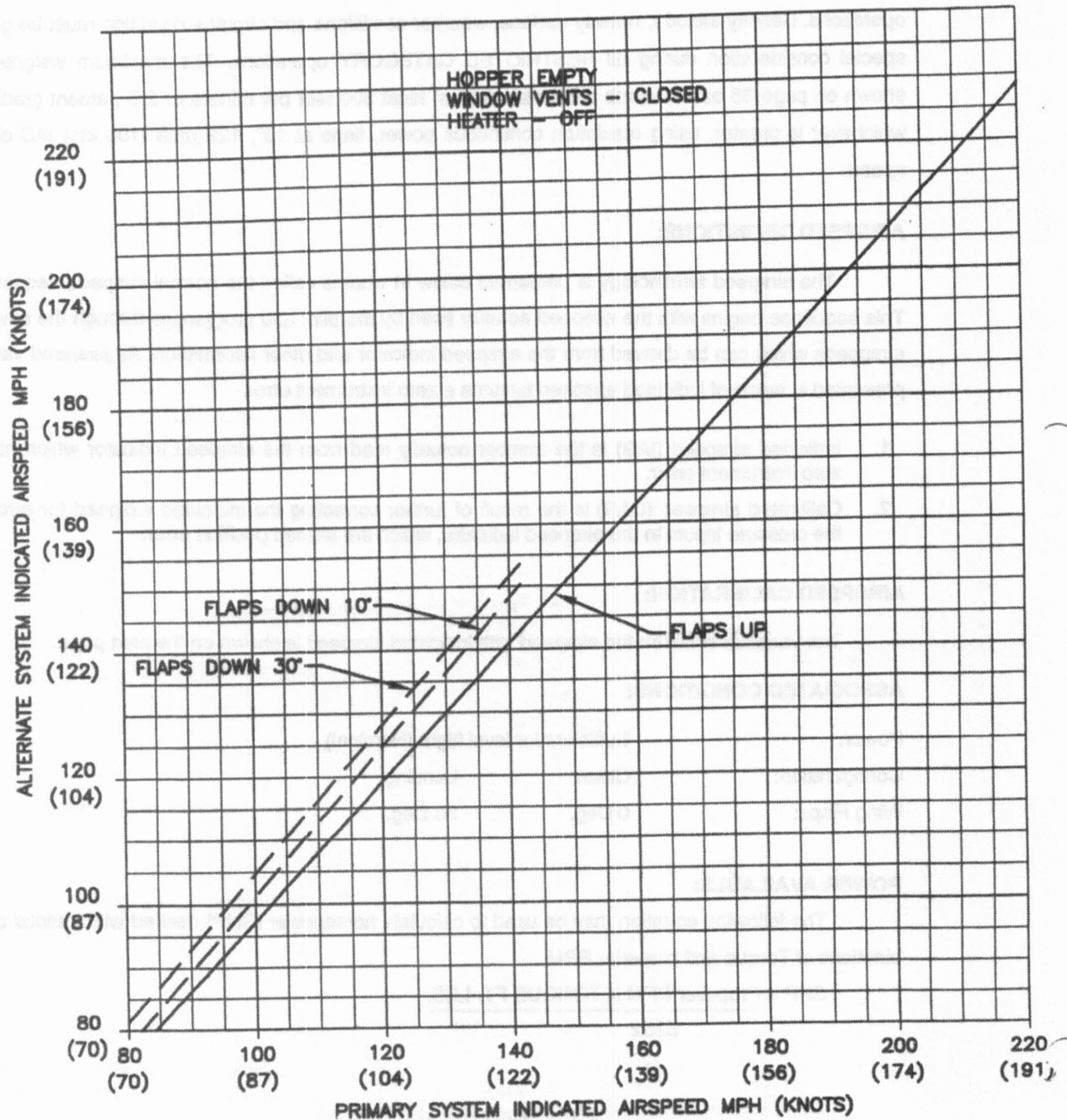
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AIRSPEED SYSTEMS CALIBRATION: (For Alternate Static Air Source)

Read the airspeed indicator and determine the calibrated airspeed from the chart. Note that this technique assumes zero instrument error for the airspeed indicator.

AIRSPEED SYSTEM CALIBRATION



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STALL SPEEDS

Stall Speeds at 12,500 lbs. (5670 kg.) gross weight, power idle are as follows:

Angle of Bank (Degrees)	0	15	30	45	60
Stall Speed (MPH-CAS) Flaps Up	93	95	100	111	132
Stall Speed (KNOTS-CAS) Flaps Up	81	83	87	96	115
Stall Speed (MPH-CAS) Flaps Down	82	83	88	98	116
Stall Speed (KNOTS-CAS) Flaps Down	71	72	76	85	101

Stall Speeds at 16,000 lbs. (7357 kg.) gross weight, power idle are as follows:

Angle of Bank (Degrees)	0	15	30	45	60
Stall Speed (MPH-CAS) Flaps Up	106	108	114	126	150
Stall Speed (KNOTS-CAS) Flaps Up	92	94	99	109	130
Stall Speed (MPH-CAS) Flaps Down	93	95	100	111	132
Stall Speed (KNOTS-CAS) Flaps Down	81	83	87	96	115

ALTITUDE LOSS DURING STALL RECOVERY:

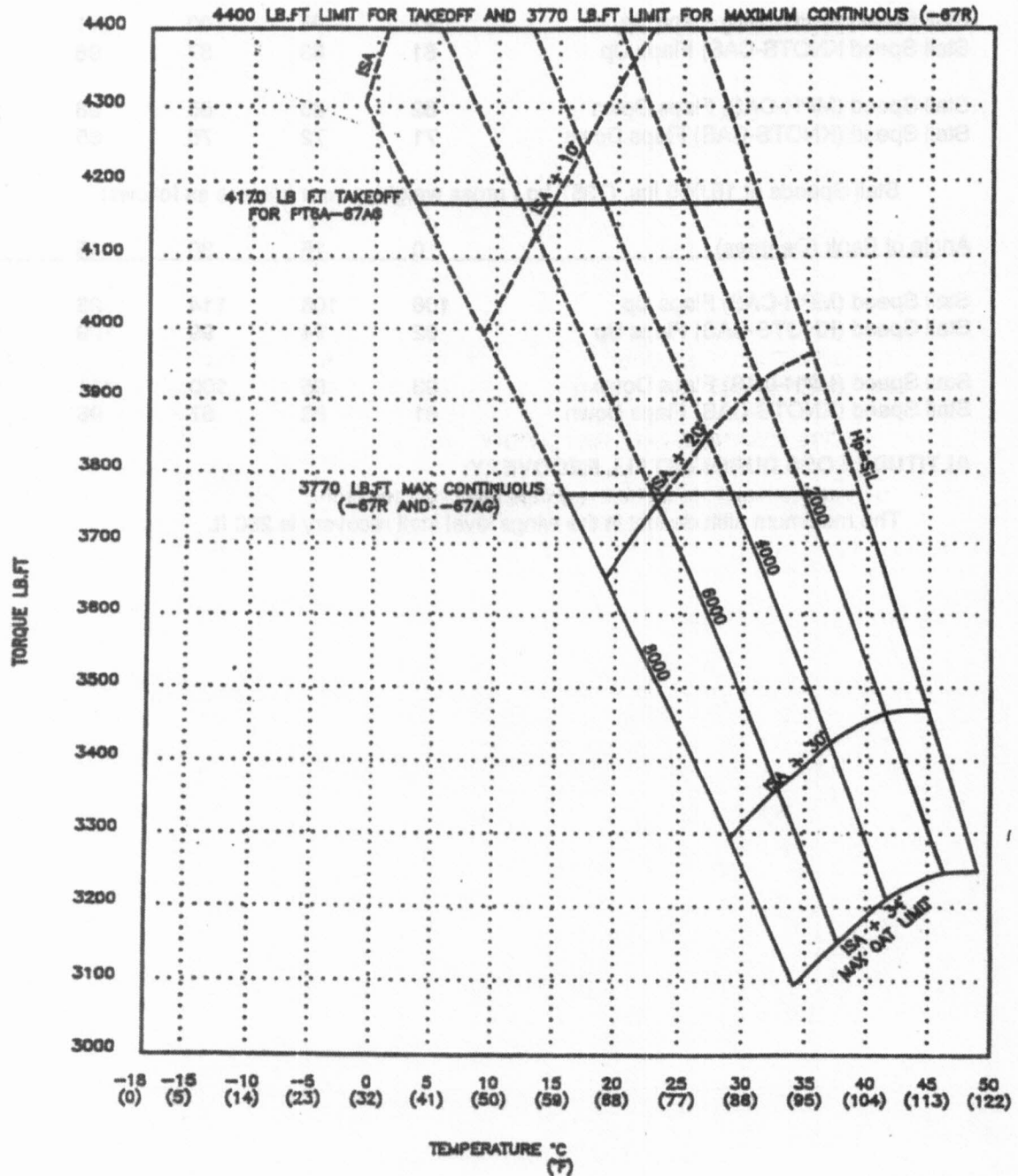
The maximum altitude lost in the wings level stall recovery is 280 ft.

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POWER CHART

AT-802 MINIMUM INSTALLED TAKEOFF POWER
P&W PT6A-67R or PT6A-67AG @ 1700 RPM
GENERATOR LOAD 25 AMP



FAA APPROVED
 ISSUED: JULY 19, 1994

AT-802 AIRPLANE FLIGHT MANUAL

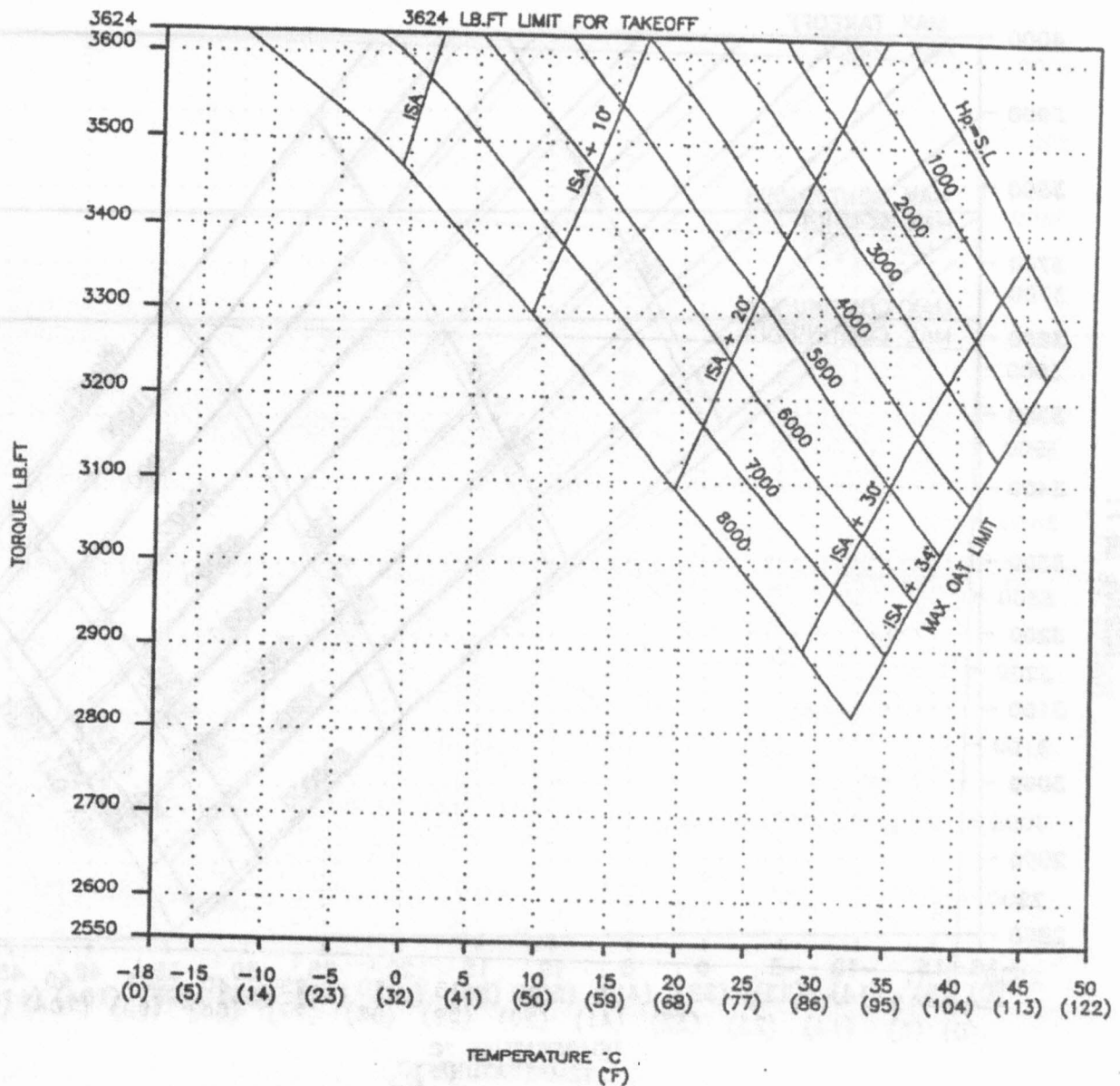
PAGE 31 OF 34

AIR TRACTOR, INC.

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POWER CHART

AT-802 MINIMUM INSTALLED TAKEOFF POWER
P&W PT6A-65B @ 1700 RPM
GENERATOR LOAD 25 AMP



FAA APPROVED
ISSUED: SEPTEMBER 17, 1993

AT-802 AIRPLANE FLIGHT MANUAL

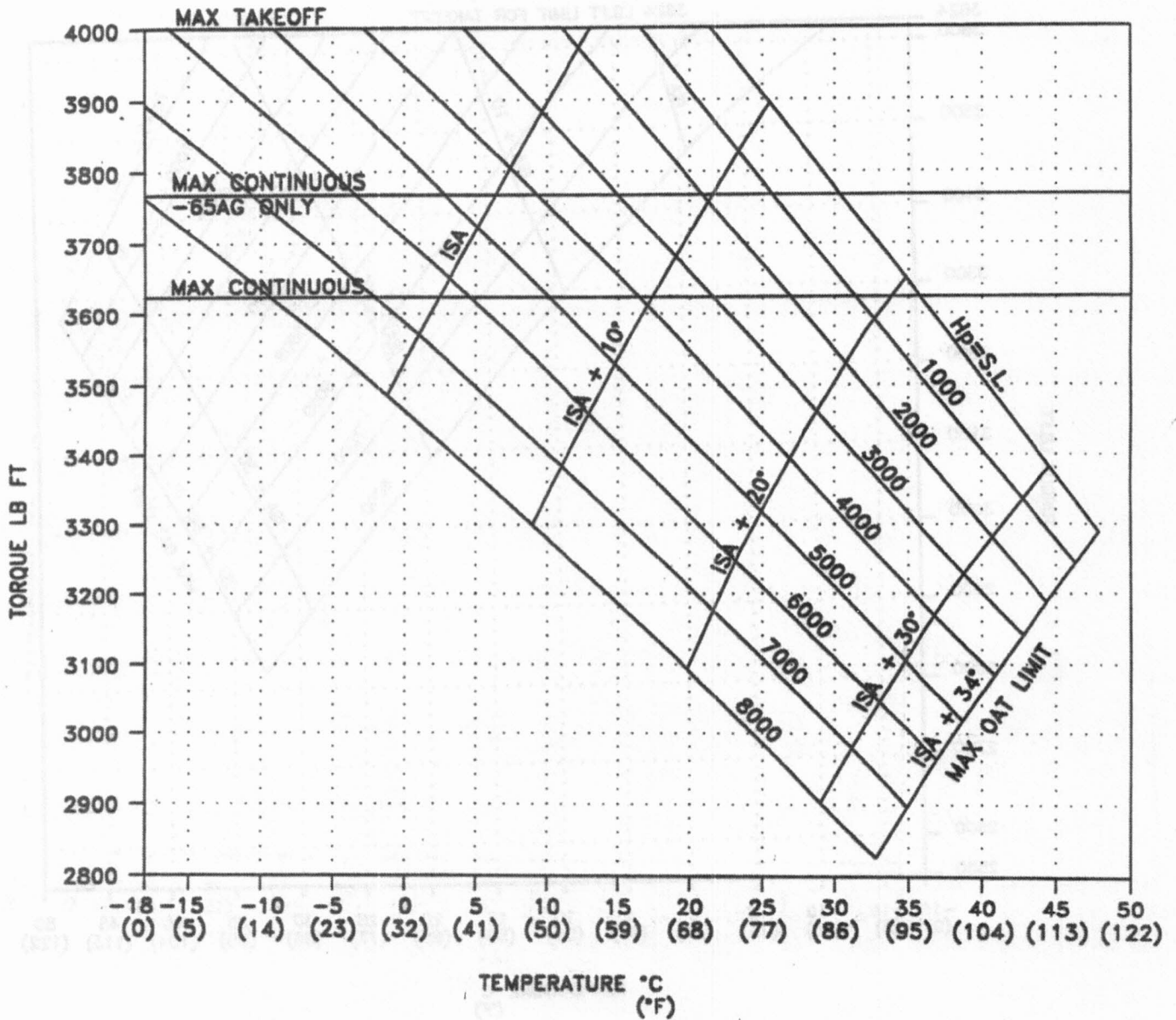
PAGE 31A OF 34

AIR TRACTOR, INC.

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POWER CHART

AT-802 MINIMUM INSTALLED MAX CONTINUOUS POWER
P&W PT6A-65AG/-65R/-65AR @ 1700 RPM
GENERATOR LOAD 25 AMP



FAA APPROVED
ISSUED: JUNE 23, 1999

AT-802 AIRPLANE FLIGHT MANUAL

PAGE 31B OF 34

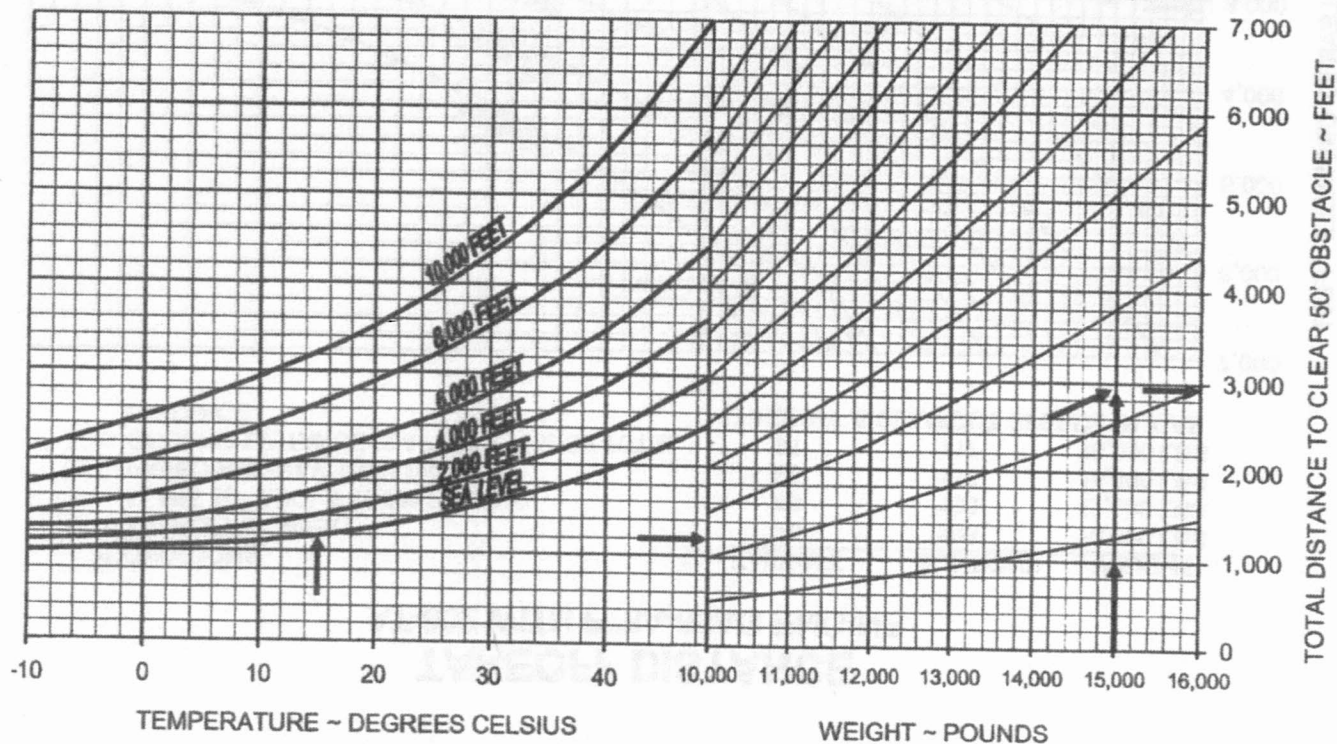
TAKEOFF DISTANCE AT-802 WITH PT6A-67AG ENGINE

CONDITIONS

- TAKEOFF POWER
- FLAPS 10° ABOVE 12,500 POUNDS
- PAVED RUNWAY, NO WIND
- GROUND DISTANCE IS APPROX 75% OF TOTAL DISTANCE

TAKEOFF	CLIMBOUT	WEIGHT
78	106	10,000 LBS
86	106	12,000 LBS
85	117	14,000 LBS
91	117	16,000 LBS

TAKEOFF & CLIMBOUT SPEEDS IN KIAS



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AT-802 AIRPLANE FLIGHT MANUAL

PAGE 32 OF 34

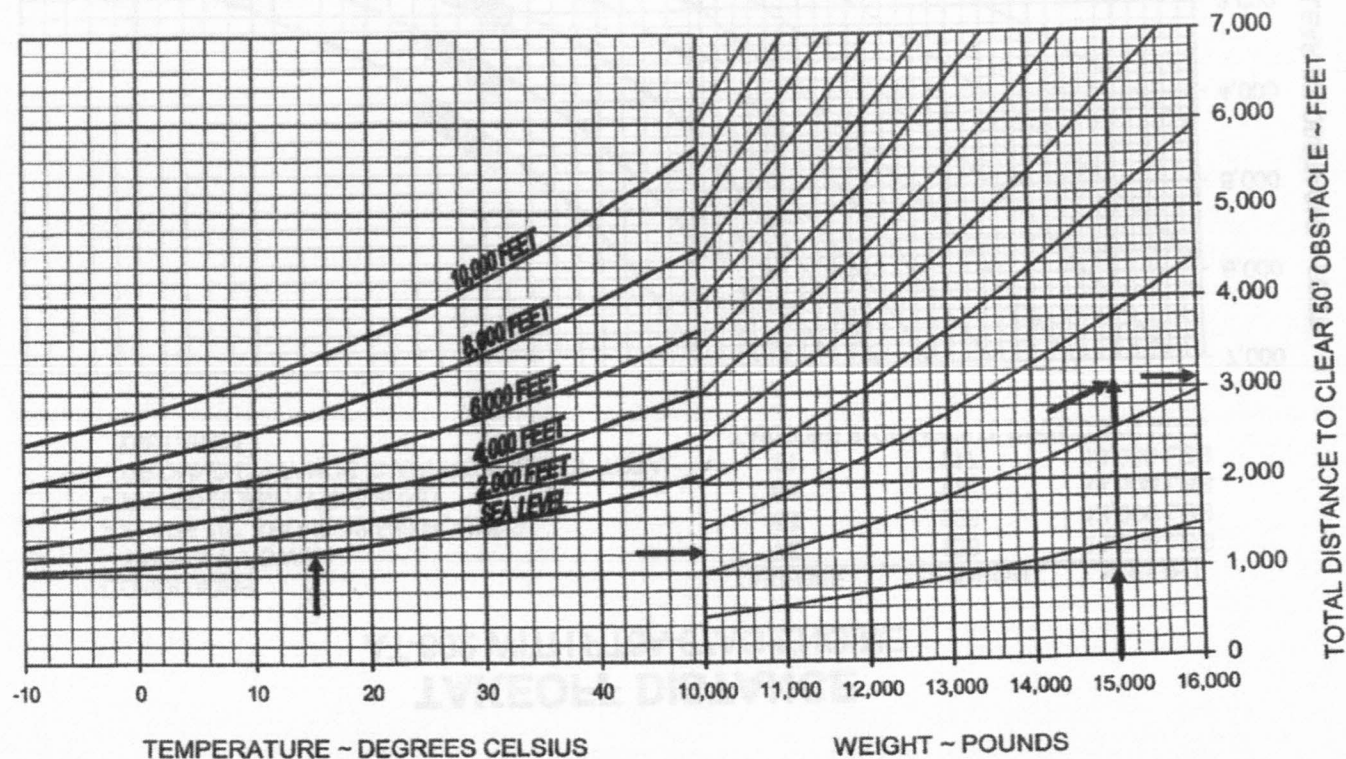
TAKEOFF DISTANCE AT-802 WITH PT6A-65AG ENGINE

CONDITIONS

- TAKEOFF POWER
- FLAPS 10° ABOVE 12,500 POUNDS
- PAVED RUNWAY, NO WIND
- GROUND DISTANCE IS APPROX 75% OF TOTAL DISTANCE

TAKEOFF	CLIMBOUT	WEIGHT
78	106	10,000 LBS
86	106	12,000 LBS
85	117	14,000 LBS
91	117	16,000 LBS

TAKEOFF & CLIMBOUT SPEEDS IN KIAS



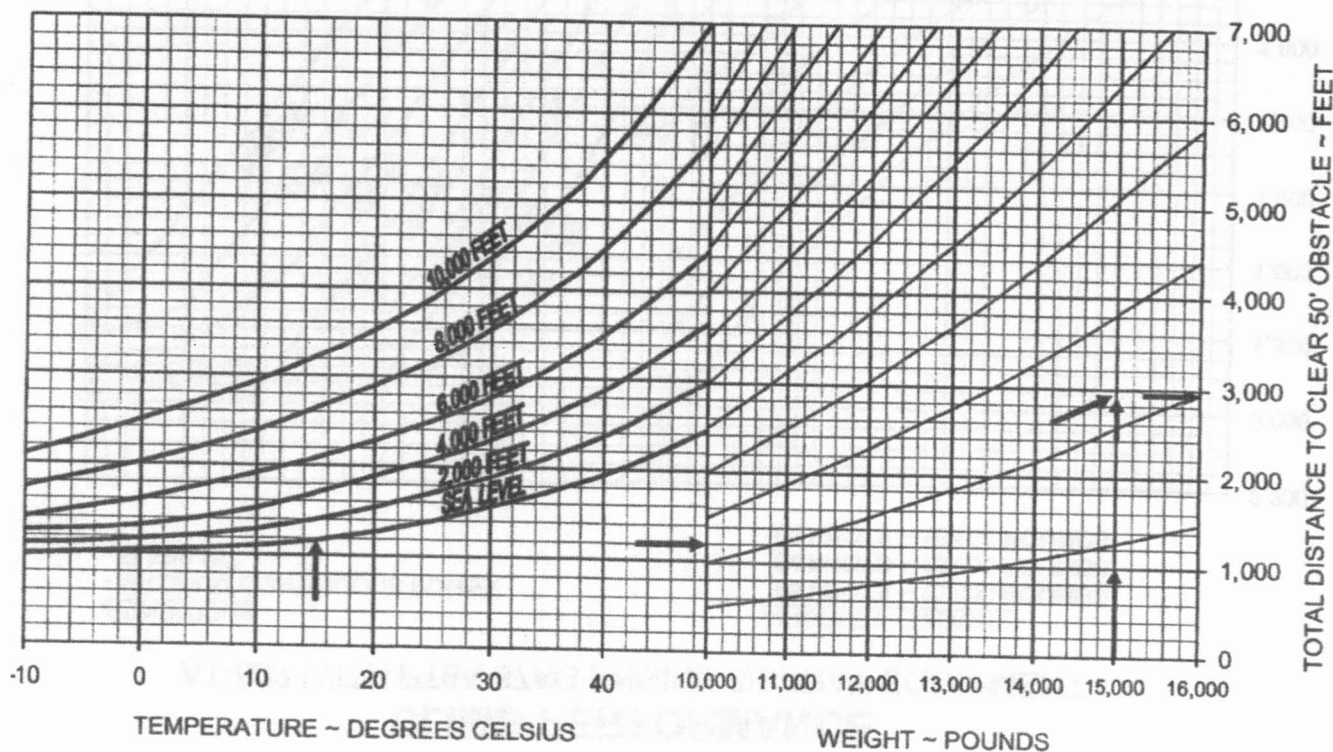
TAKEOFF DISTANCE AT-802A WITH PT6A-67AG ENGINE

CONDITIONS

- TAKEOFF POWER
- FLAPS 10° ABOVE 12,500 POUNDS
- PAVED RUNWAY, NO WIND
- GROUND DISTANCE IS APPROX 75% OF TOTAL DISTANCE

TAKEOFF	CLIMBOUT	WEIGHT
78	106	10,000 LBS
86	106	12,000 LBS
85	117	14,000 LBS
91	117	16,000 LBS

TAKEOFF & CLIMBOUT SPEEDS IN KIAS



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AT-802A AIRPLANE FLIGHT MANUAL

PAGE 32 OF 34

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CLIMB PERFORMANCE

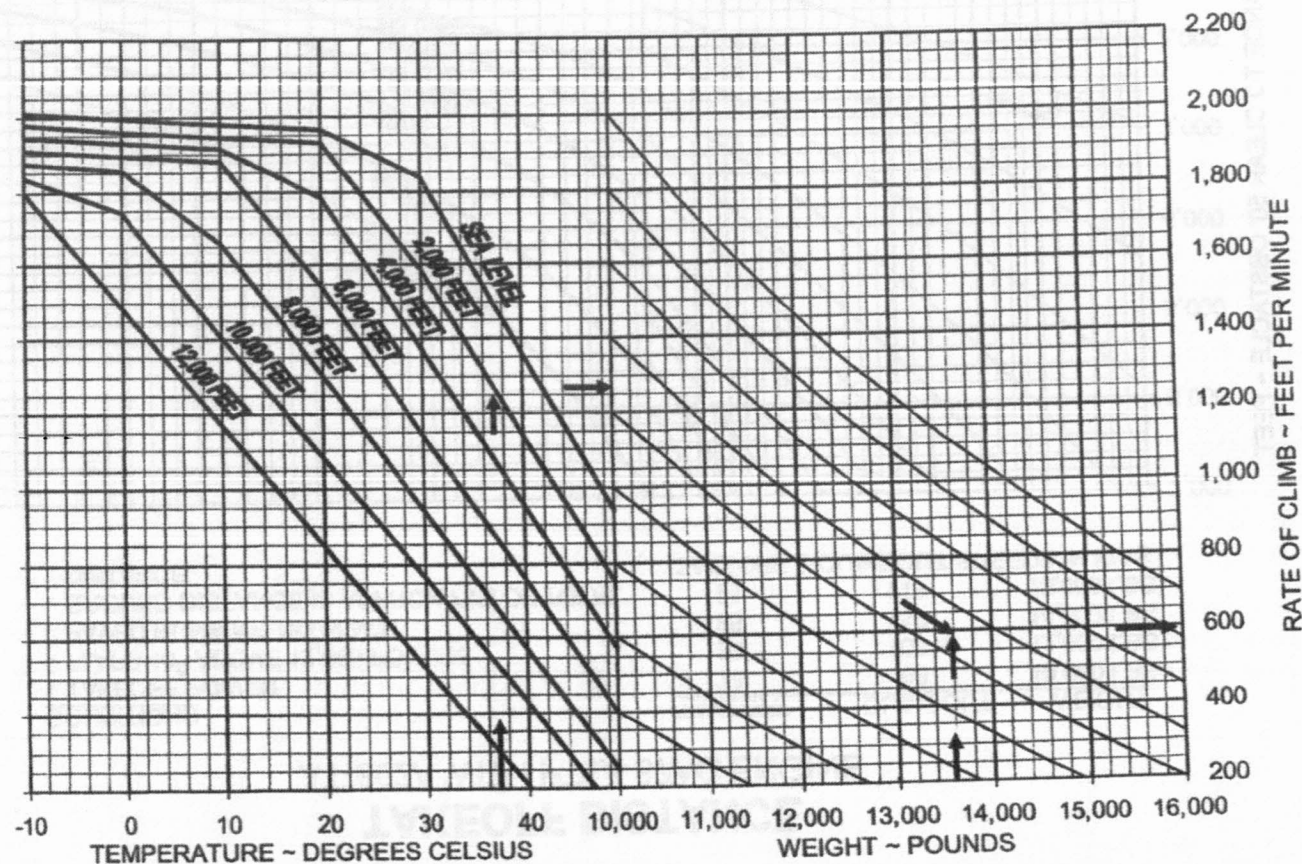
AT-802 WITH PT6A-67AG ENGINE & SPRAY EQUIPMENT

CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

AIRSPEED ~ WEIGHT

- 83 KNOTS ~ 10,000 POUNDS
- 94 KNOTS ~ 13,000 POUNDS
- 104 KNOTS ~ 16,000 POUNDS



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CLIMB PERFORMANCE

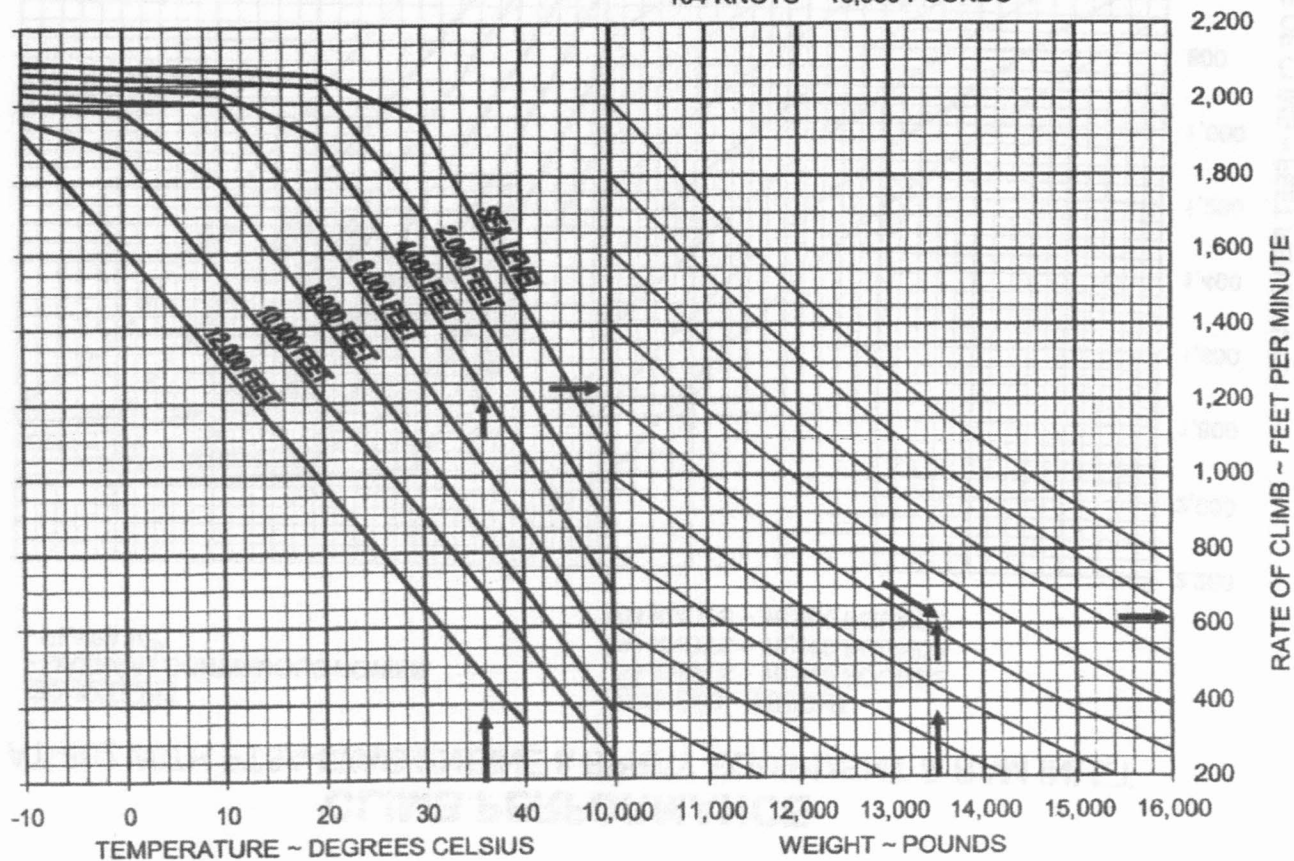
AT-802 WITH PT6A-67AG ENGINE & FIRE FIGHTING EQUIPMENT

CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

AIRSPEED ~ WEIGHT

- 83 KNOTS ~ 10,000 POUNDS
- 94 KNOTS ~ 13,000 POUNDS
- 104 KNOTS ~ 16,000 POUNDS



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AT-802 AIRPLANE FLIGHT MANUAL

PAGE 32C OF 344

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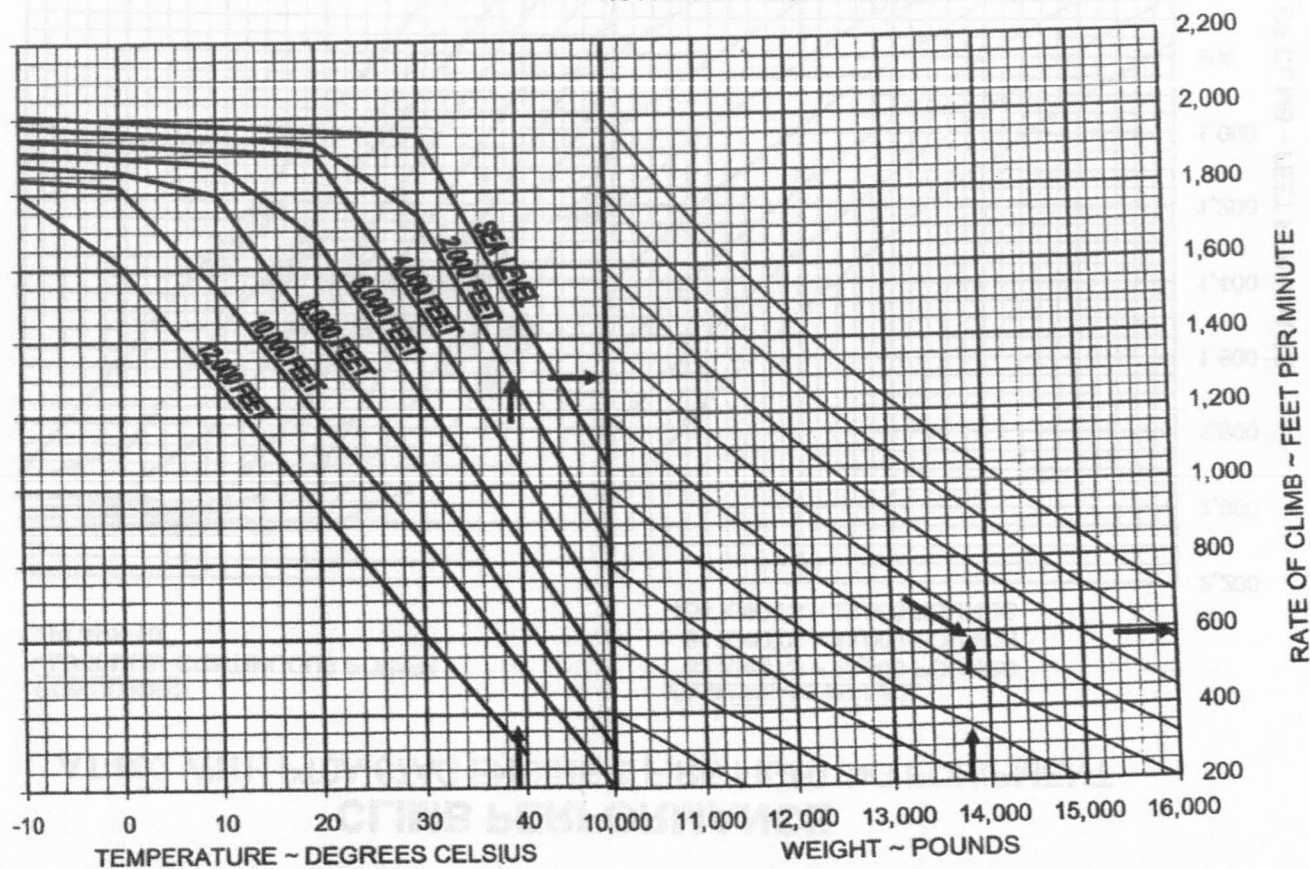
AT-802 WITH PT6A-67AG ENGINE & SPRAY EQUIPMENT & RAM INLET

CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

AIRSPEED ~ WEIGHT

- 83 KNOTS ~ 10,000 POUNDS
- 94 KNOTS ~ 13,000 POUNDS
- 104 KNOTS ~ 16,000 POUNDS



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AT-802 AIRPLANE FLIGHT MANUAL

PAGE 32F OF 344

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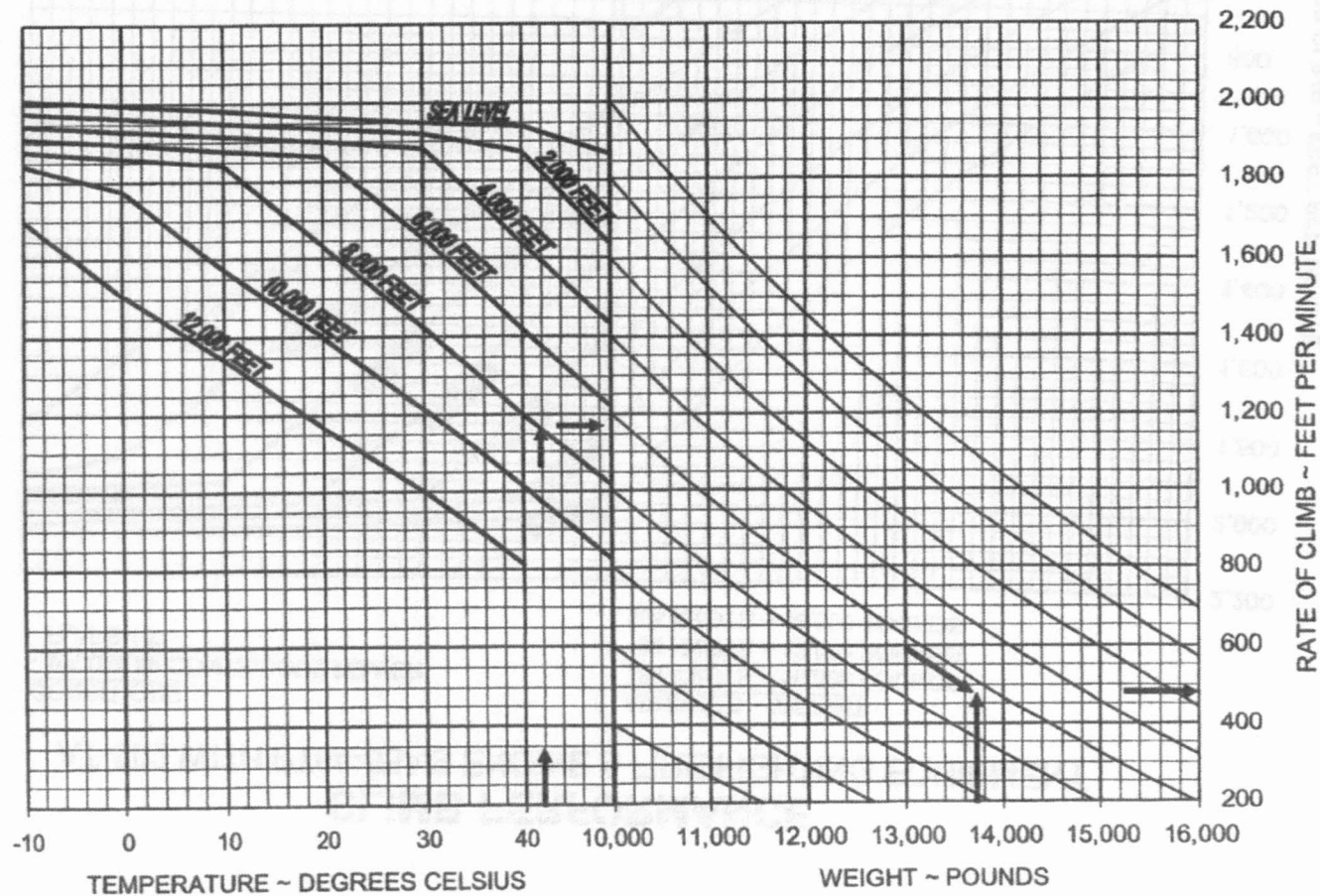
AT-802 WITH PT6A-65AG ENGINE & SPRAY EQUIPMENT

CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

AIRSPPEED ~ WEIGHT

- 83 KNOTS ~ 10,000 POUNDS
- 94 KNOTS ~ 13,000 POUNDS
- 104 KNOTS ~ 16,000 POUNDS



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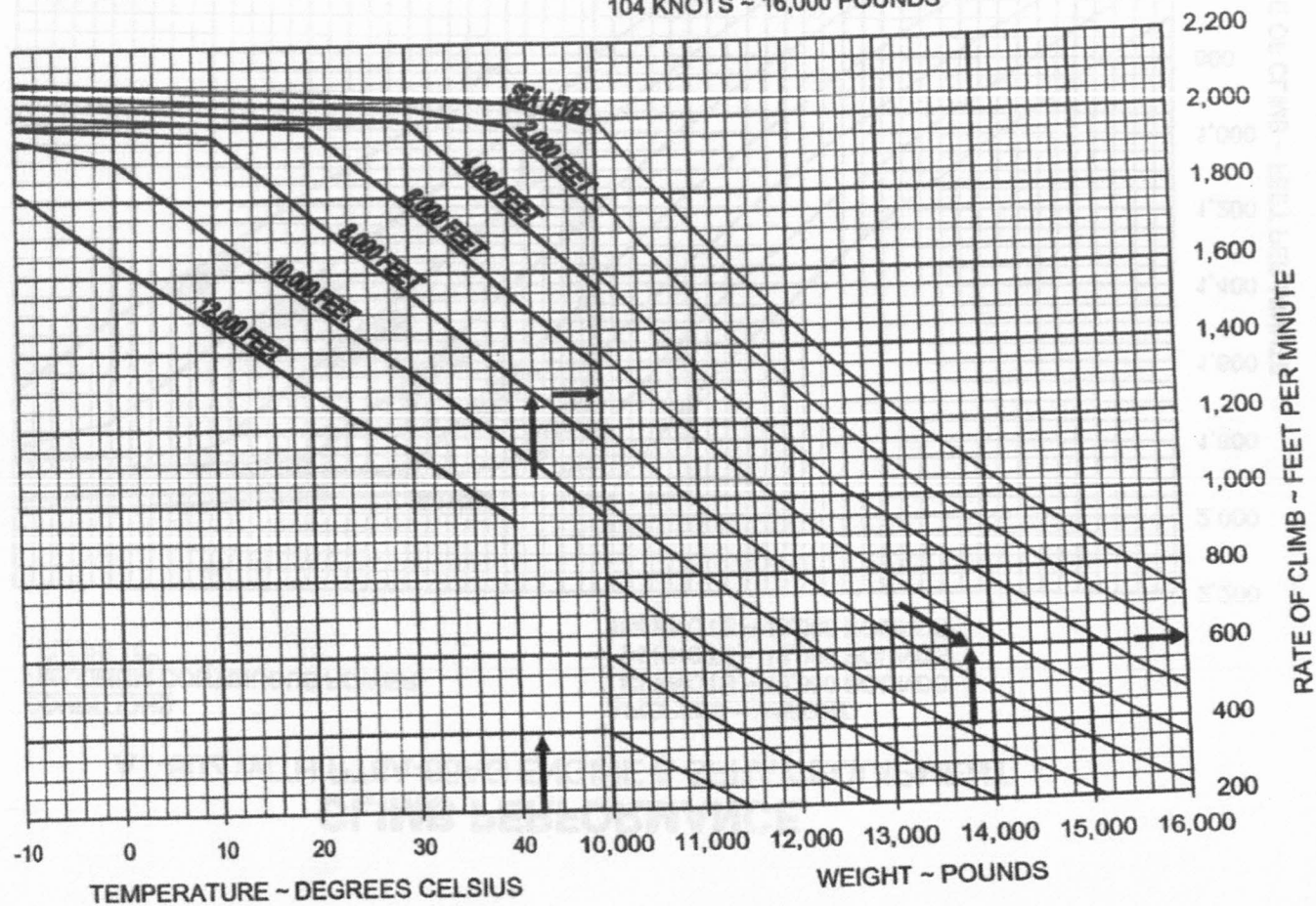
AT-802 WITH PT6A-65AG ENGINE & FIRE FIGHTING EQUIPMENT

CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

AIRSPEED ~ WEIGHT

- 83 KNOTS ~ 10,000 POUNDS
- 94 KNOTS ~ 13,000 POUNDS
- 104 KNOTS ~ 16,000 POUNDS



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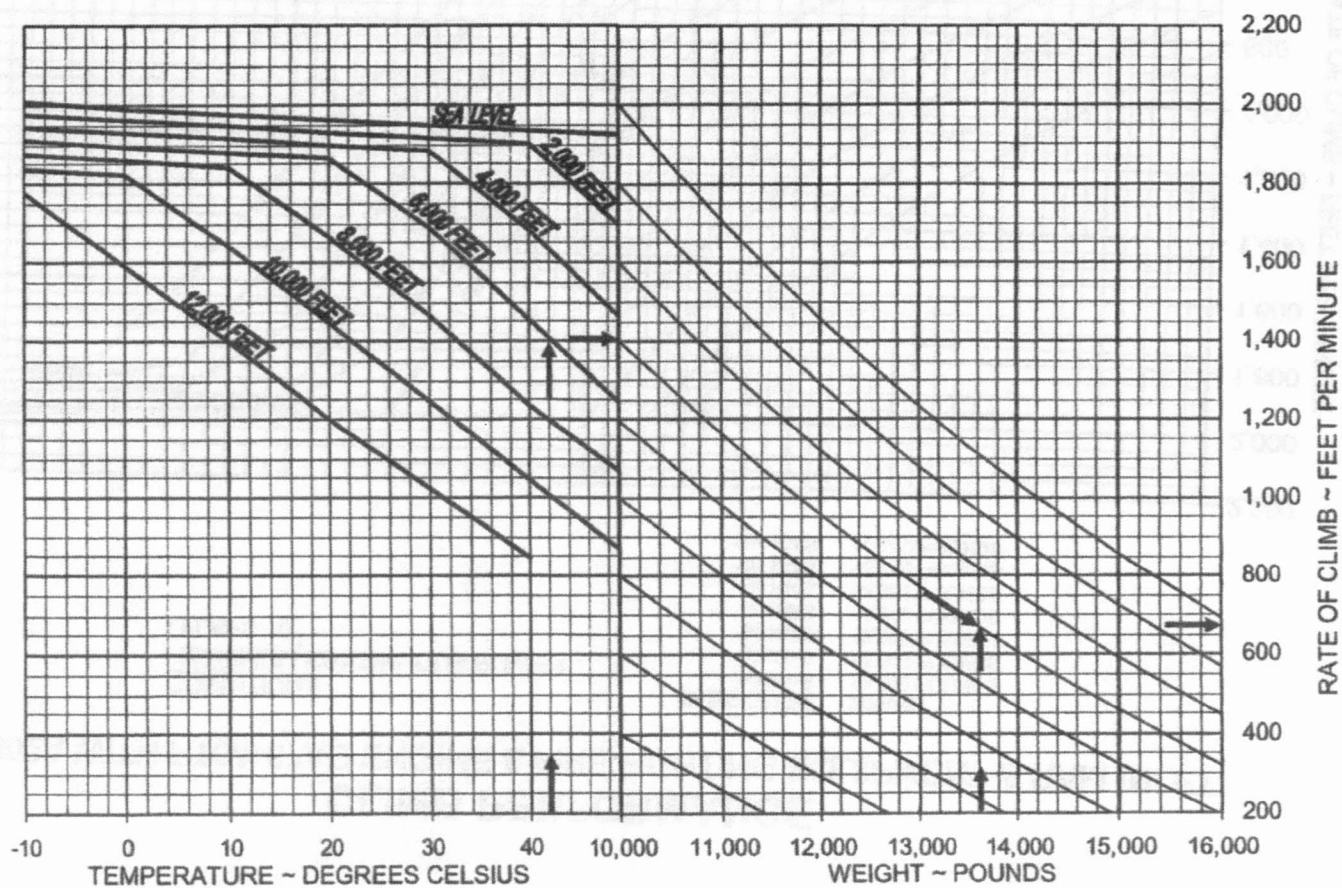
AT-802 WITH PT6A-65AG ENGINE & SPRAY EQUIPMENT & RAM INLET

CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

AIRSPEED ~ WEIGHT

- 83 KNOTS ~ 10,000 POUNDS
- 94 KNOTS ~ 13,000 POUNDS
- 104 KNOTS ~ 16,000 POUNDS



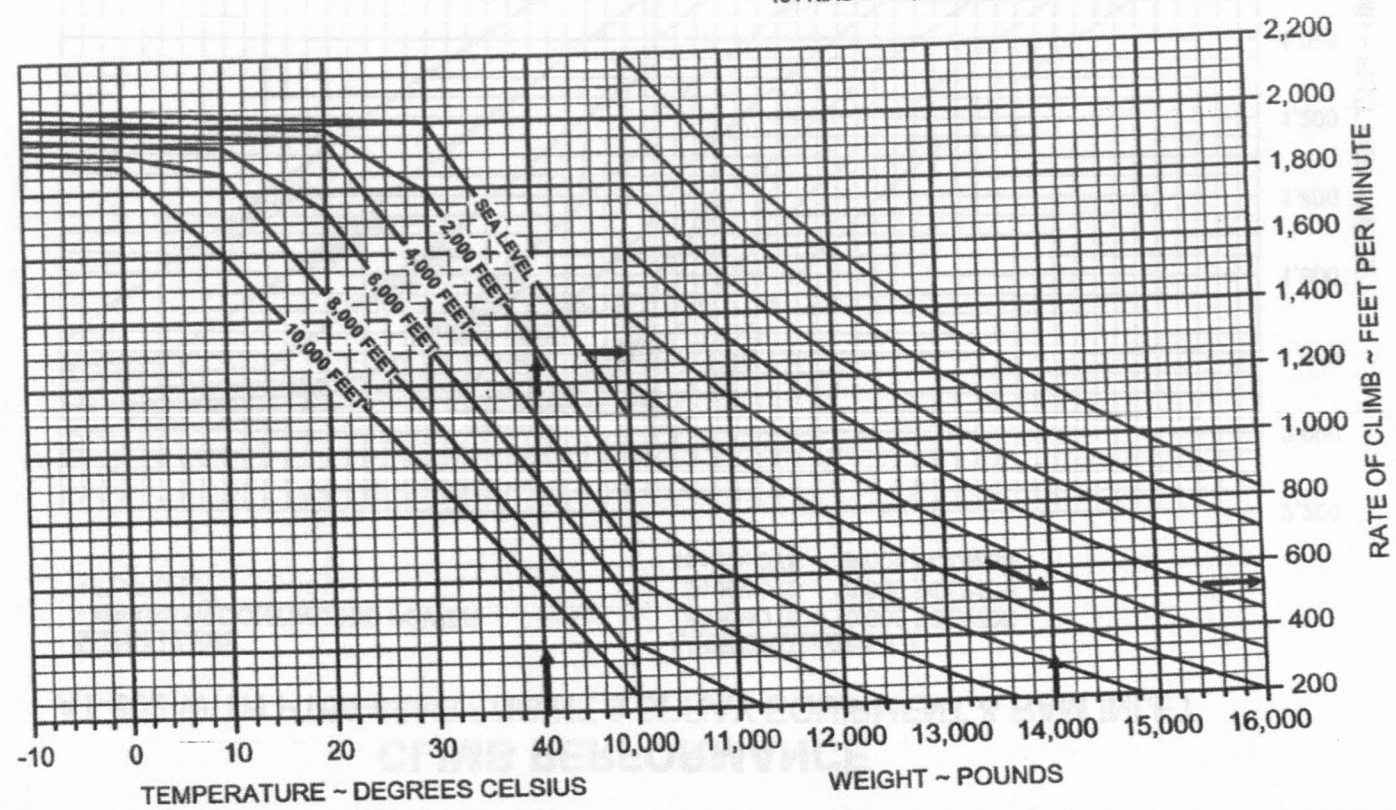
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CLIMB PERFORMANCE

AT-802A WITH PT6A-67AG ENGINE & FIRE FIGHTING EQUIPMENT & RAM INLET

CONDITIONS
- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

CLIMB SPEED	WEIGHT
83 KIAS	10,000 POUNDS
87 KIAS	11,000 POUNDS
90 KIAS	12,000 POUNDS
94 KIAS	13,000 POUNDS
98 KIAS	14,000 POUNDS
101 KIAS	15,000 POUNDS
104 KIAS	16,000 POUNDS



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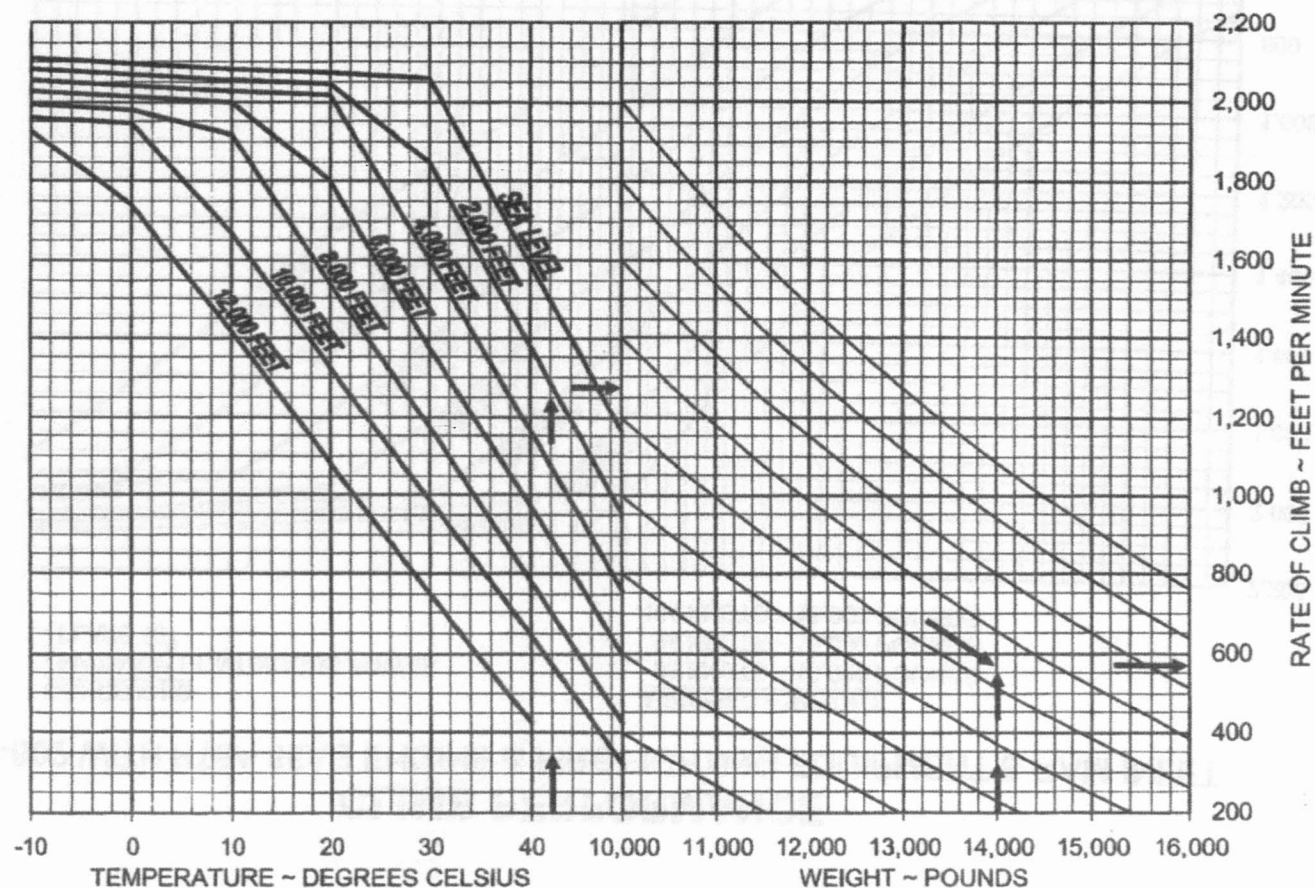
AT-802 WITH PT6A-67AG ENGINE & FIRE FIGHTING EQUIPMENT & RAM INLET

CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

AIRSPPEED ~ WEIGHT

- 83 KNOTS ~ 10,000 POUNDS
- 94 KNOTS ~ 13,000 POUNDS
- 104 KNOTS ~ 16,000 POUNDS



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AT-802 AIRPLANE FLIGHT MANUAL

PAGE 32E OF 344

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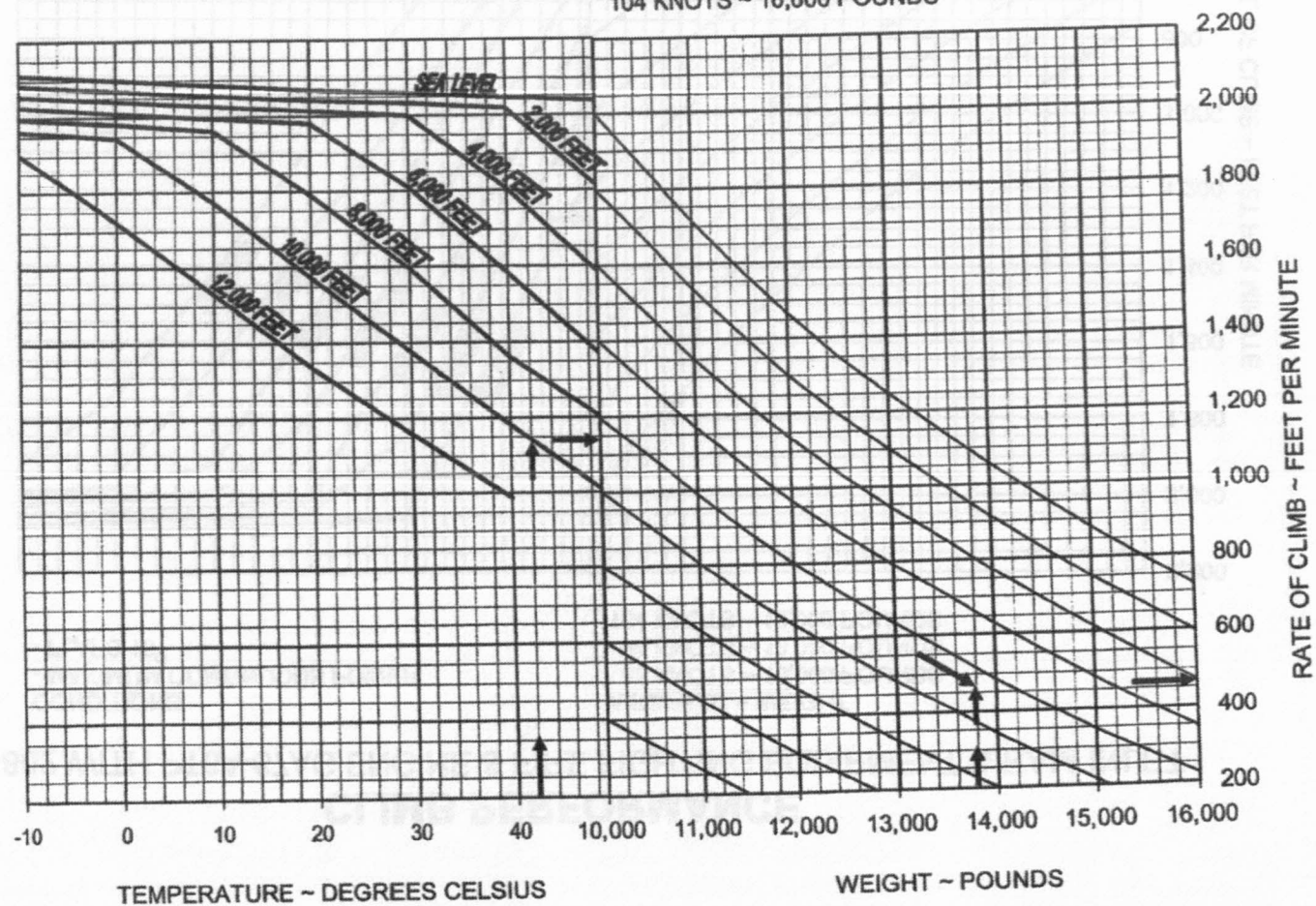
AT-802 WITH PT6A-65AG ENGINE & FIRE FIGHTING EQUIPMENT & RAM INLET

CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

AIRSPEED ~ WEIGHT

- 83 KNOTS ~ 10,000 POUNDS
- 94 KNOTS ~ 13,000 POUNDS
- 104 KNOTS ~ 16,000 POUNDS



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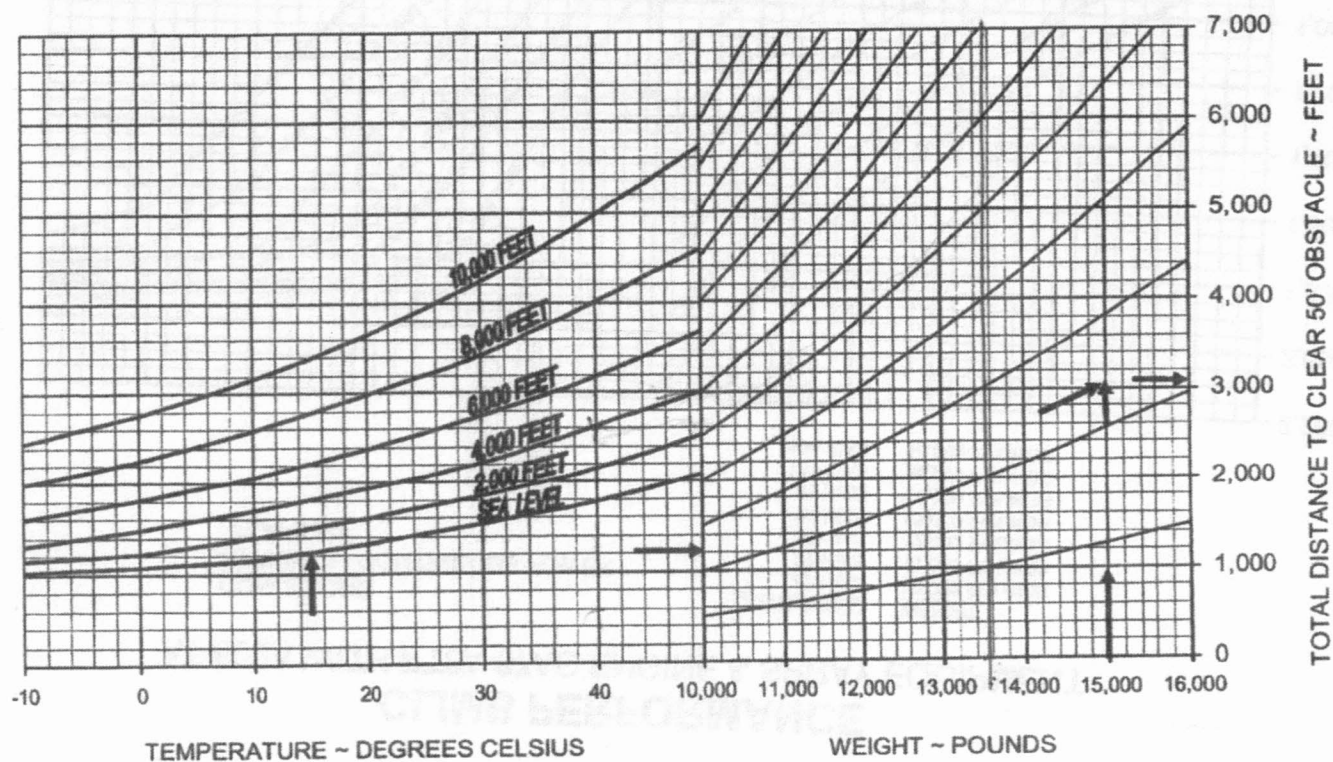
TAKEOFF DISTANCE AT-802A WITH PT6A-65AG ENGINE

CONDITIONS

- TAKEOFF POWER
- FLAPS 10° ABOVE 12,500 POUNDS
- PAVED RUNWAY, NO WIND
- GROUND DISTANCE IS APPROX 75% OF TOTAL DISTANCE

TAKEOFF	CLIMBOUT	WEIGHT
78	106	10,000 LBS
86	106	12,000 LBS
85	117	14,000 LBS
91	117	16,000 LBS

TAKEOFF & CLIMBOUT SPEEDS IN KIAS



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ISSUED: MAY 28, 2007

AT-802A AIRPLANE FLIGHT MANUAL

PAGE 32A OF 34

CLIMB PERFORMANCE

AT-802A WITH PT6A-67AG ENGINE & SPRAY EQUIPMENT

CONDITIONS

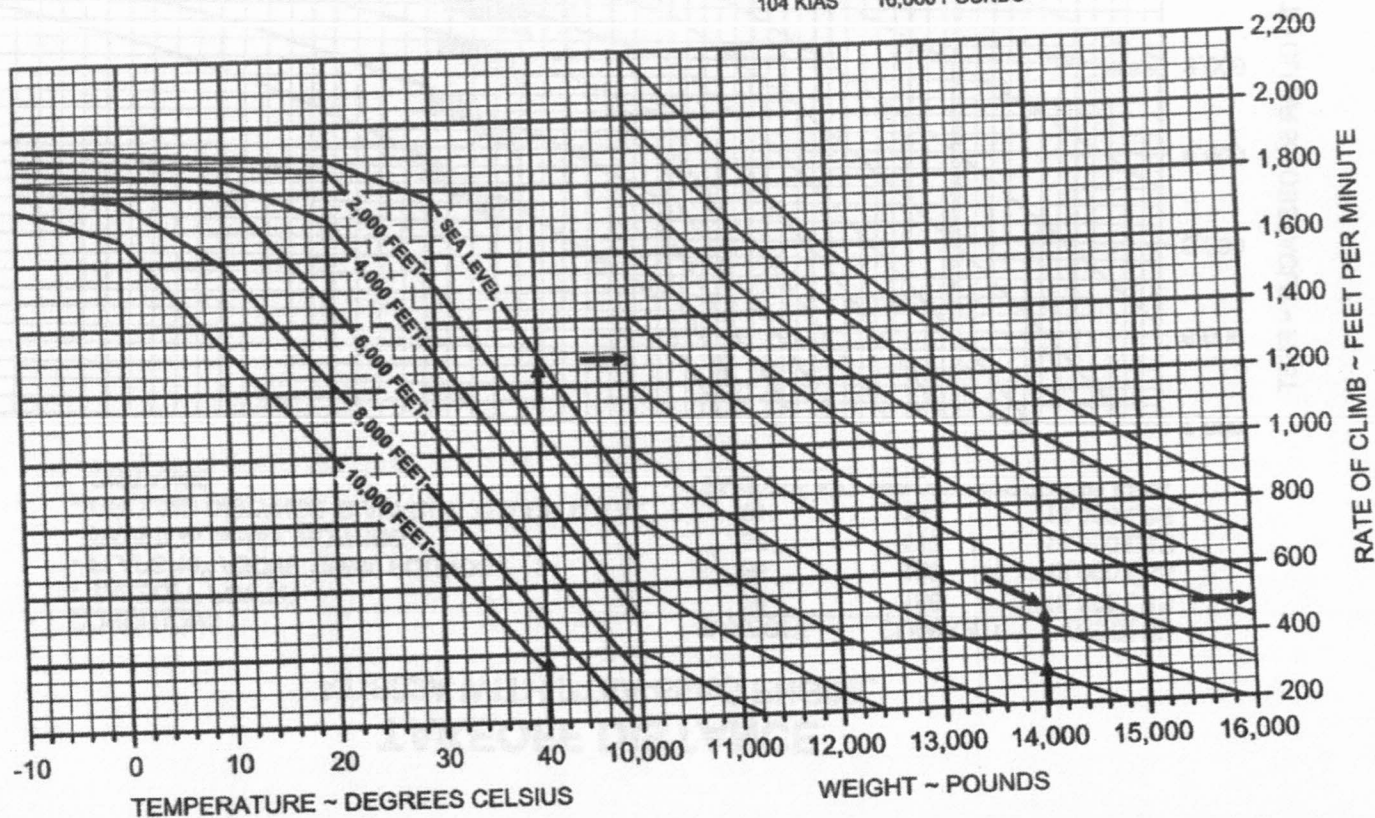
- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

CLIMB SPEED

83 KIAS
87 KIAS
90 KIAS
94 KIAS
98 KIAS
101 KIAS
104 KIAS

WEIGHT

10,000 POUNDS
11,000 POUNDS
12,000 POUNDS
13,000 POUNDS
14,000 POUNDS
15,000 POUNDS
16,000 POUNDS



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AT-802A AIRPLANE FLIGHT MANUAL

PAGE 32B OF 34

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CLIMB PERFORMANCE

AT-802A WITH PT6A-67AG ENGINE & SPRAYING EQUIPMENT & RAM INLET

CONDITIONS

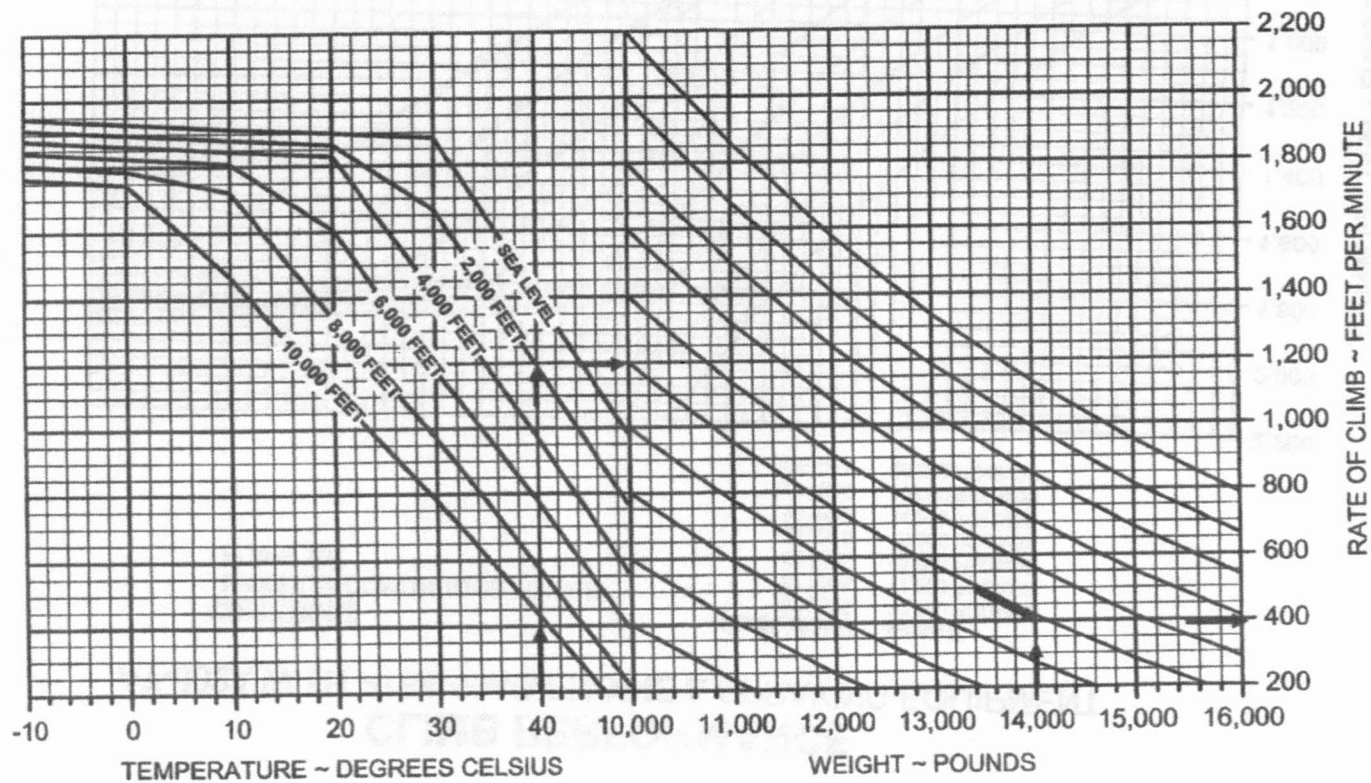
- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

CLIMB SPEED

83 KIAS	10,000 POUNDS
87 KIAS	11,000 POUNDS
90 KIAS	12,000 POUNDS
94 KIAS	13,000 POUNDS
98 KIAS	14,000 POUNDS
101 KIAS	15,000 POUNDS
104 KIAS	16,000 POUNDS

WEIGHT

10,000 POUNDS
11,000 POUNDS
12,000 POUNDS
13,000 POUNDS
14,000 POUNDS
15,000 POUNDS
16,000 POUNDS



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CLIMB PERFORMANCE

AT-802A WITH PT6A-65AG ENGINE & SPRAYING EQUIPMENT

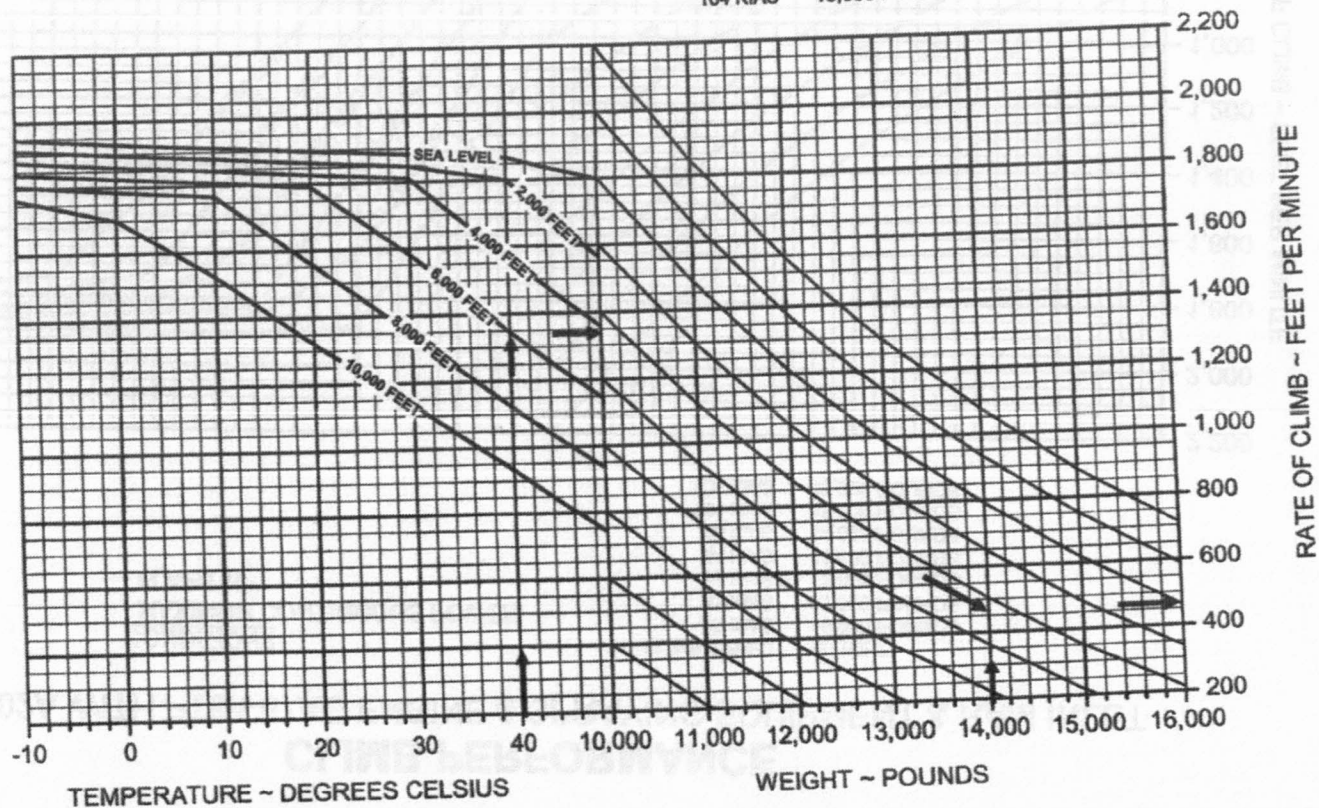
CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

CLIMB SPEED

83 KIAS	10,000 POUNDS
87 KIAS	11,000 POUNDS
90 KIAS	12,000 POUNDS
94 KIAS	13,000 POUNDS
98 KIAS	14,000 POUNDS
101 KIAS	15,000 POUNDS
104 KIAS	16,000 POUNDS

WEIGHT



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AT-802A AIRPLANE FLIGHT MANUAL

PAGE 32F OF 34

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CLIMB PERFORMANCE **AT-802A WITH PT6A-65AG ENGINE & FIRE FIGHTING EQUIPMENT**

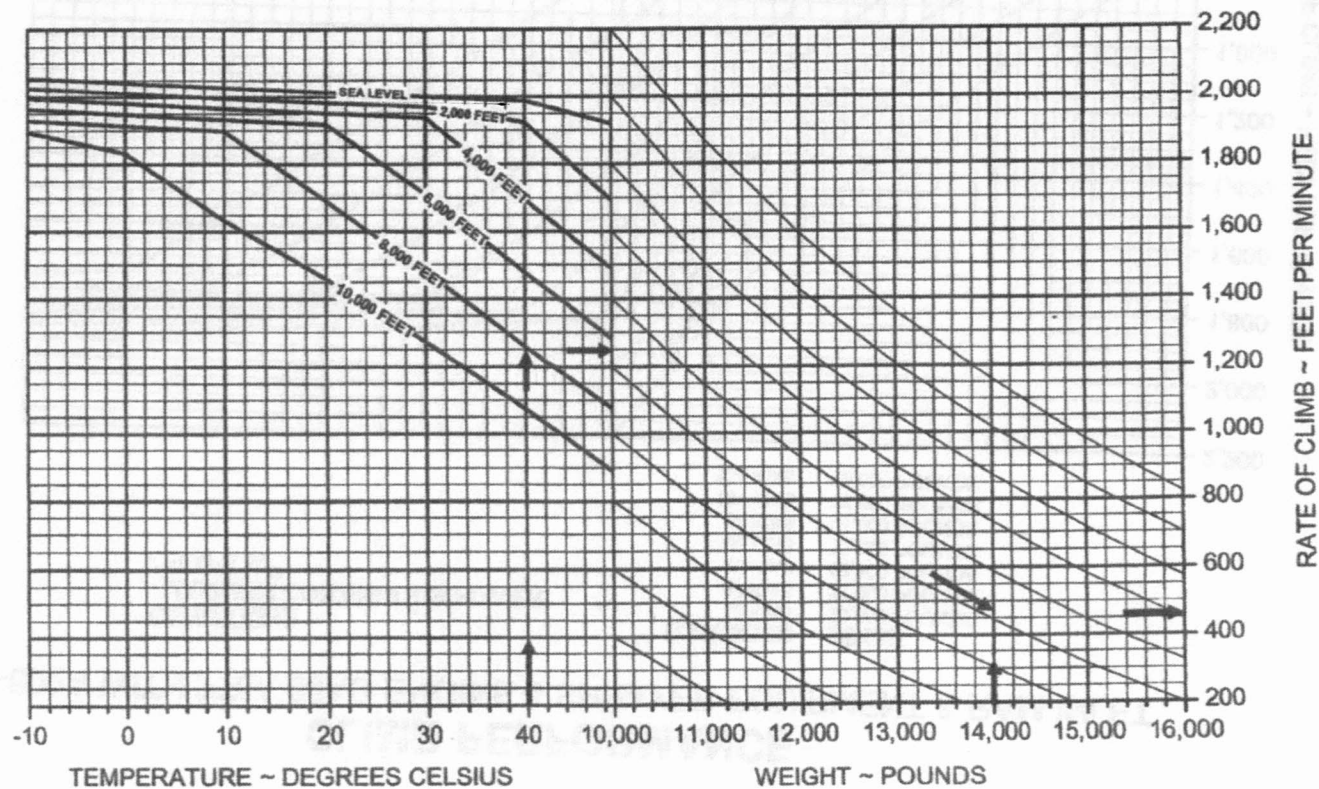
CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

CLIMB SPEED

83 KIAS	10,000 POUNDS
87 KIAS	11,000 POUNDS
90 KIAS	12,000 POUNDS
94 KIAS	13,000 POUNDS
98 KIAS	14,000 POUNDS
101 KIAS	15,000 POUNDS
104 KIAS	16,000 POUNDS

WEIGHT



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CLIMB PERFORMANCE

AT-802A WITH PT6A-65AG ENGINE & SPRAYER EQUIPMENT & RAM INLET

CONDITIONS

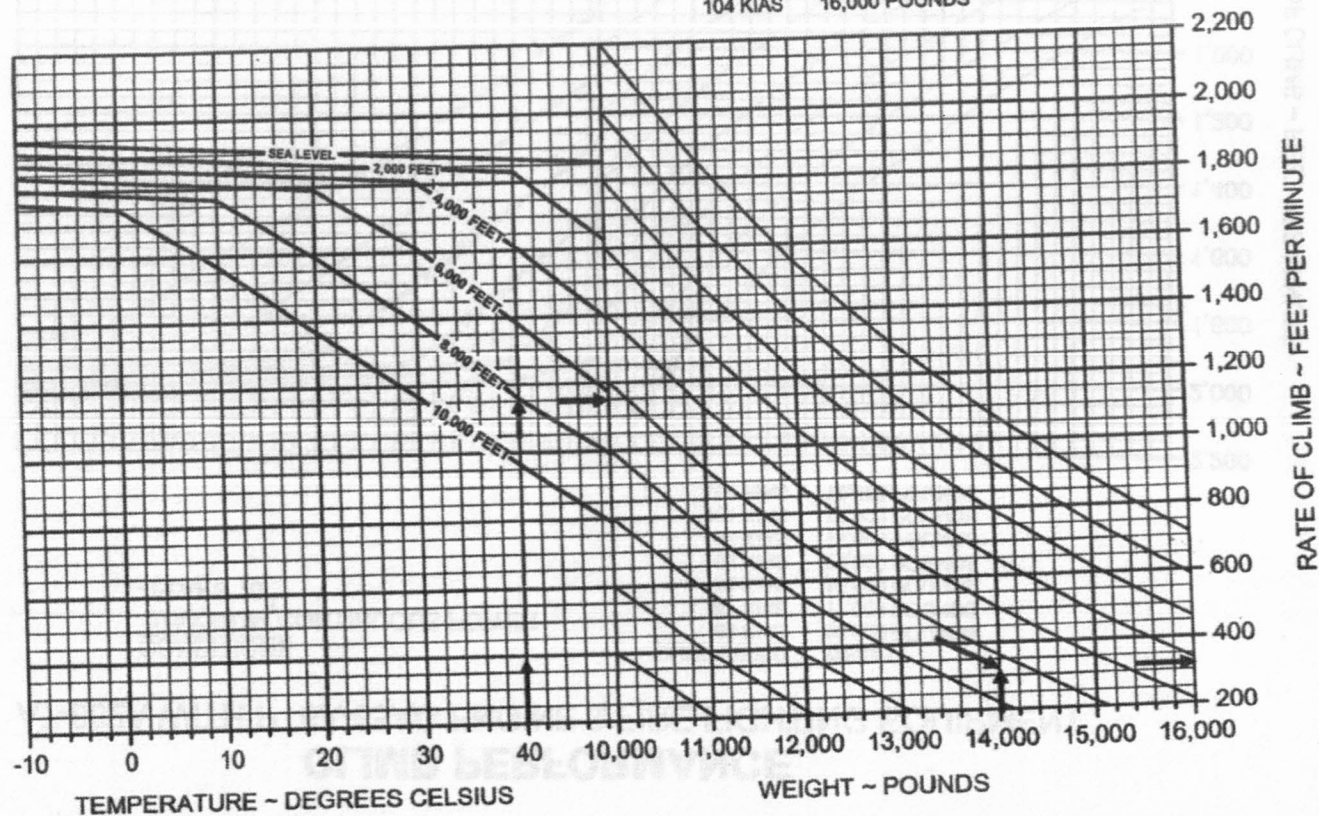
- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

CLIMB SPEED

83 KIAS
87 KIAS
90 KIAS
94 KIAS
98 KIAS
101 KIAS
104 KIAS

WEIGHT

10,000 POUNDS
11,000 POUNDS
12,000 POUNDS
13,000 POUNDS
14,000 POUNDS
15,000 POUNDS
16,000 POUNDS



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CLIMB PERFORMANCE

AT-802A WITH PT6A-65AG ENGINE & FIRE FIGHTING EQUIPMENT & RAM INLET

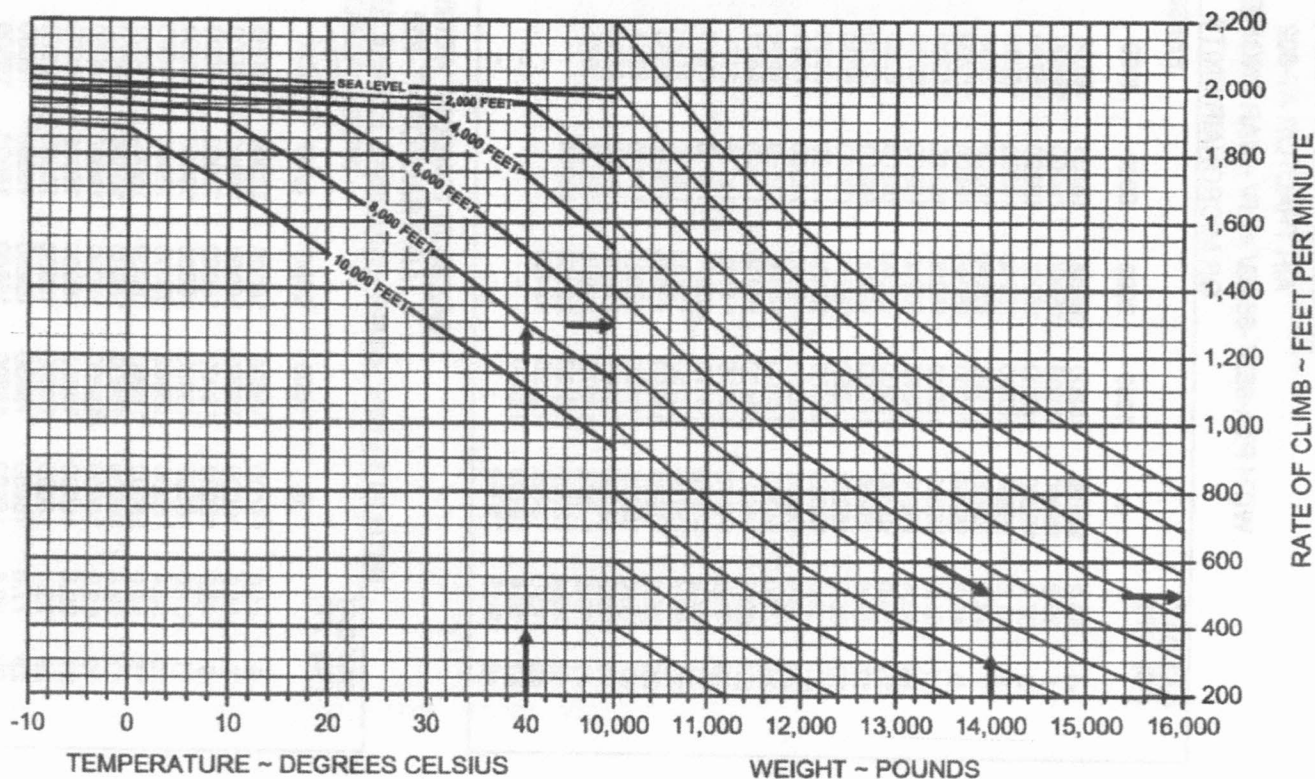
CONDITIONS

- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

CLIMB SPEED

83 KIAS	10,000 POUNDS
87 KIAS	11,000 POUNDS
90 KIAS	12,000 POUNDS
94 KIAS	13,000 POUNDS
98 KIAS	14,000 POUNDS
101 KIAS	15,000 POUNDS
104 KIAS	16,000 POUNDS

WEIGHT



THE INFORMATION CONTAINED IN THIS PAGE IS NOT REQUIRED BY THE FAA

ISSUED: MAY 28, 2007

AT-802A AIRPLANE FLIGHT MANUAL

PAGE 321 OF 34

AIR TRACTOR, INC.

Olney, Texas

MAXIMUM TAKEOFF WEIGHTS

AIR TRACTOR AT-802

WITH PTA-65B/ -65AG/ -65R/ -65AR ENGINE AND SPREADER
OR MICRONAIR UNITS

OAT OAT (°C) (°F)		PRESSURE ALTITUDE (FT)								
		0	1000	2000	3000	4000	5000	6000	7000	8000
-1	30.2	15200	15200	15200	15200	15200	15200	15200	15200	15050
1	33.8	15200	15200	15200	15200	15200	15200	15200	15200	14975
3	37.4	15200	15200	15200	15200	15200	15200	15200	15200	14700
5	41.0	15200	15200	15200	15200	15200	15200	15200	15200	14500
7	44.6	15200	15200	15200	15200	15200	15200	15200	15200	14425
9	48.2	15200	15200	15200	15200	15200	15200	15200	15050	14175
11	51.8	15200	15200	15200	15200	15200	15200	15200	14700	13875
13	55.4	15200	15200	15200	15200	15200	15200	15050	14500	13775
15	59.0	15200	15200	15200	15200	15200	15200	14950	14275	13575
17	62.6	15200	15200	15200	15200	15200	15200	14750	14075	13450
19	66.2	15050	15050	15050	15050	15050	15050	14550	13875	13200
21	69.8	15000	15000	15000	15000	15000	15000	14350	13700	13025
23	73.4	14800	14800	14800	14800	14800	14800	14150	13475	12800
25	77.0	14600	14600	14600	14600	14600	14600	13925	13300	12675
27	80.6	14400	14400	14400	14400	14400	14400	13750	13125	12475
29	84.2	14175	14175	14175	14175	14175	14175	13550	12875	12225
31	87.8	13975	13975	13975	13975	13975	13975	13200	12700	12025
33	91.4	13750	13750	13750	13750	13750	13750	13100	12450	11800
35	95.0	13550	13550	13550	13550	13550	13550	12900	12275	-
37	98.6	13325	13325	13325	13325	13325	13325	12725	-	-
39	102.2	13100	13100	13100	13100	13100	13100	-	-	-
41	105.8	12875	12875	12875	12875	12875	-	-	-	-
43	109.4	12650	12650	12650	12650	-	-	-	-	-
45	113.0	12425	12425	-	-	-	-	-	-	-
47	116.6	12200	-	-	-	-	-	-	-	-
49	120.2	11950	-	-	-	-	-	-	-	-

MAXIMUM TAKEOFF WEIGHTS

AIR TRACTOR AT-802

WITH PT6A-65B/ -65AG/ -65R/ -65AR ENGINE AND SPRAY EQUIPMENT

OAT OAT (°C) (°F)		PRESSURE ALTITUDE (FT)								
		0	1000	2000	3000	4000	5000	6000	7000	8000
5	41.0	16000	16000	16000	16000	16000	16000	16000	16000	15850
7	44.6	16000	16000	16000	16000	16000	16000	16000	16000	15750
9	48.2	16000	16000	16000	16000	16000	16000	16000	16000	15600
11	51.8	16000	16000	16000	16000	16000	16000	16000	16000	15450
13	55.4	16000	16000	16000	16000	16000	16000	16000	15850	15225
15	59.0	16000	16000	16000	16000	16000	16000	16000	15725	15125
17	62.6	16000	16000	16000	16000	16000	16000	16000	15525	14950
19	66.2	16000	16000	16000	16000	16000	16000	15850	15375	14775
21	69.8	16000	16000	16000	16000	16000	16000	15775	15200	14600
23	73.4	16000	16000	16000	16000	16000	16000	15600	15025	14475
25	77.0	15850	15850	15850	15850	15850	15850	15425	14875	14300
27	80.6	15800	15800	15800	15800	15800	15800	15250	14700	14125
29	84.2	15600	15600	15600	15600	15600	15600	15075	14525	13950
31	87.8	15450	15450	15450	15450	15450	15450	14875	14350	13700
33	91.4	15250	15250	15250	15250	15250	15250	14725	14075	13625
35	95.0	15100	15100	15100	15100	15100	15100	14575	14000	-
37	98.6	14900	14900	14900	14900	14900	14900	14375	-	-
39	102.2	14725	14725	14725	14725	14725	14725	-	-	-
41	105.8	14525	14525	14525	14525	14525	-	-	-	-
43	109.4	14350	14350	14350	14350	-	-	-	-	-
45	113.0	14175	14175	-	-	-	-	-	-	-
47	116.6	13975	13975	-	-	-	-	-	-	-
49	120.2	13775	-	-	-	-	-	-	-	-

NOTE: Weight in Kilograms = Weight in pounds times 0.45359

FAA APPROVED

ISSUED: MARCH 2, 1995

AT-802 AIRPLANE FLIGHT MANUAL

PAGE 33B OF 34

AIR TRACTOR, INC.

Olney, Texas

MAXIMUM TAKEOFF WEIGHTS

AIR TRACTOR AT-802

WITH PTA-65B/ -65AG/ -65R/ -65AR ENGINE AND FIRE FIGHTING EQUIPMENT

OAT (°C)	OAT (°F)	PRESSURE ALTITUDE (FT)								
		0	1000	2000	3000	4000	5000	6000	7000	8000
7	44.6	16000	16000	16000	16000	16000	16000	16000	16000	16000
9	48.2	16000	16000	16000	16000	16000	16000	16000	16000	16000
11	51.8	16000	16000	16000	16000	16000	16000	16000	16000	16000
13	55.4	16000	16000	16000	16000	16000	16000	16000	16000	16000
15	59.0	16000	16000	16000	16000	16000	16000	16000	16000	16000
17	62.6	16000	16000	16000	16000	16000	16000	16000	16000	16000
19	66.2	16000	16000	16000	16000	16000	16000	16000	16000	15900
21	69.8	16000	16000	16000	16000	16000	16000	16000	16000	15725
23	73.4	16000	16000	16000	16000	16000	16000	16000	16000	15525
25	77.0	16000	16000	16000	16000	16000	16000	16000	16000	15325
27	80.6	16000	16000	16000	16000	16000	16000	16000	15800	15250
29	84.2	16000	16000	16000	16000	16000	16000	16000	15600	14950
31	87.8	16000	16000	16000	16000	16000	16000	16000	15375	14725
33	91.4	16000	16000	16000	16000	16000	16000	15775	15175	14550
35	95.0	16000	16000	16000	16000	16000	16000	15625	14800	-
37	98.6	16000	16000	16000	16000	16000	16000	15425	-	-
39	102.2	15825	15825	15825	15825	15825	15825	-	-	-
41	105.8	15600	15600	15600	15600	15600	-	-	-	-
43	109.4	15400	15400	15400	15400	-	-	-	-	-
45	113.0	15175	15175	15175	-	-	-	-	-	-
47	116.6	14950	14950	-	-	-	-	-	-	-
49	120.2	14675	-	-	-	-	-	-	-	-

NOTE: Weight in Kilograms = Weight in pounds times 0.45359

FAA APPROVED

ISSUED: MARCH 2, 1995

AT-802 AIRPLANE FLIGHT MANUAL

PAGE 33C OF 34

CLIMB PERFORMANCE

AT-802A WITH PT6A-67AG ENGINE & FIRE FIGHTING EQUIPMENT

CONDITIONS

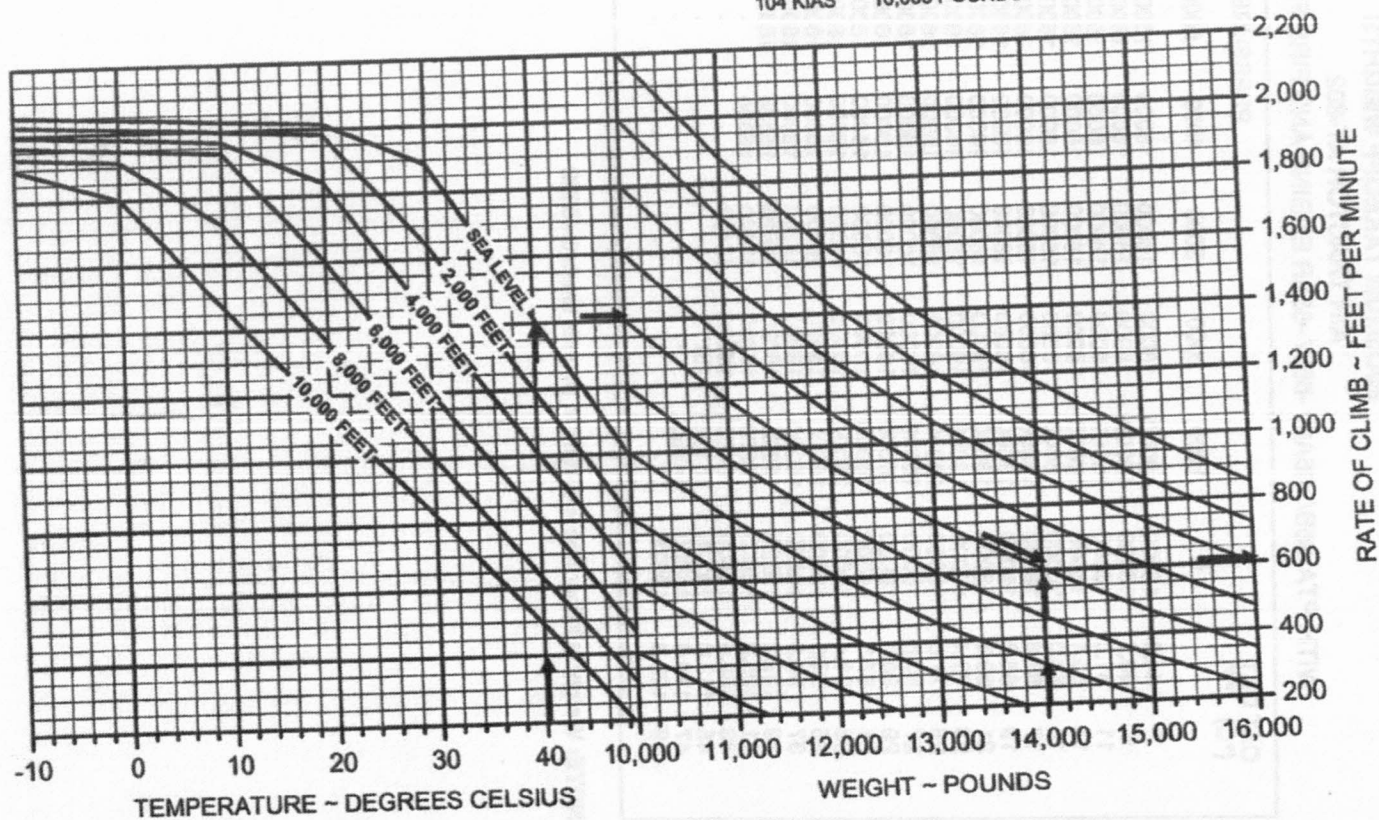
- MAXIMUM CONTINUOUS POWER
- FLAPS 10°

CLIMB SPEED

83 KIAS
 87 KIAS
 90 KIAS
 94 KIAS
 98 KIAS
 101 KIAS
 104 KIAS

WEIGHT

10,000 POUNDS
 11,000 POUNDS
 12,000 POUNDS
 13,000 POUNDS
 14,000 POUNDS
 15,000 POUNDS
 16,000 POUNDS



THE INFORMATION CONTAINED IN THIS PAGE IS NOT REQUIRED BY THE FAA

ISSUED: MAY 28, 2007

AT-802A AIRPLANE FLIGHT MANUAL

PAGE 32C OF 34

AIR TRACTOR, INC.

Olney, Texas

MAXIMUM TAKEOFF WEIGHTS AIR TRACTOR AT-802 WITH PTA-67R or PT6A-67AG ENGINE AND SPREADER OR MICRONAIR UNITS

OAT OAT		PRESSURE ALTITUDE								
(°C)	(°F)	0	1000	2000	3000	4000	5000	(FT) 6000	7000	8000
1		15200	15200	15200	15200	15200	15200	15200	15200	15125
3		15200	15200	15200	15200	15200	15200	15200	15200	14850
5		15200	15200	15200	15200	15200	15200	15200	15200	14650
7	44.6	15200	15200	15200	15200	15200	15200	15200	15200	14575
9	48.2	15200	15200	15200	15200	15200	15200	15200	15200	14325
11	51.8	15200	15200	15200	15200	15200	15200	15200	14850	14125
13	55.4	15200	15200	15200	15200	15200	15200	15200	14650	13925
15	59.0	15200	15200	15200	15200	15200	15200	15100	14425	13725
17	62.6	15200	15200	15200	15200	15200	15200	14900	14225	13600
19	66.2	15200	15200	15200	15200	15200	15200	14700	14025	13350
21	69.8	15150	15150	15150	15150	15150	15150	14500	13850	13175
23	73.4	14950	14950	14950	14950	14950	14950	14300	13625	12950
25	77.0	14750	14750	14750	14750	14750	14750	14075	13450	12825
27	80.6	14550	14550	14550	14550	14550	14550	13900	13275	12625
29	84.2	14325	14325	14325	14325	14325	14325	13700	13025	12375
31	87.8	14125	14125	14125	14125	14125	14125	13450	12850	12175
33	91.4	13900	13900	13900	13900	13900	13900	13250	12600	11950
35	95.0	13700	13700	13700	13700	13700	13700	13050	12425	-
37	98.6	13475	13475	13475	13475	13475	13475	12875	-	-
39	102.2	13250	13250	13250	13250	13250	13250	-	-	-
41	105.8	13025	13025	13025	13025	13025	-	-	-	-
43	109.4	12800	12800	12800	12800	-	-	-	-	-
45	113.0	12575	12575	12575	-	-	-	-	-	-
47	116.6	12275	12275	-	-	-	-	-	-	-
49	120.2	11800	-	-	-	-	-	-	-	-

MAXIMUM TAKEOFF WEIGHTS AIR TRACTOR AT-802 WITH PT6A-67R or PT6A-67AG ENGINE AND SPRAY EQUIPMENT

OAT OAT		PRESSURE ALT.								
(°C)	(°F)					(FT)				
		0	1000	2000	3000	4000	5000	6000	7000	8000
7	44.6	16000	16000	16000	16000	16000	16000	16000	16000	15900
9	48.2	16000	16000	16000	16000	16000	16000	16000	16000	15750
11	51.8	16000	16000	16000	16000	16000	16000	16000	16000	15600
13	55.4	16000	16000	16000	16000	16000	16000	16000	16000	15375
15	59.0	16000	16000	16000	16000	16000	16000	16000	15875	15275
17	62.6	16000	16000	16000	16000	16000	16000	16000	15675	15100
19	66.2	16000	16000	16000	16000	16000	16000	16000	15525	14925
21	69.8	16000	16000	16000	16000	16000	16000	15925	15350	14750
23	73.4	16000	16000	16000	16000	16000	16000	15750	15175	14625
25	77.0	16000	16000	16000	16000	16000	16000	15575	15025	14450
27	80.6	15950	15950	15950	15950	15950	15950	15400	14850	14275
29	84.2	15750	15750	15750	15750	15750	15750	15225	14675	14100
31	87.8	15600	15600	15600	15600	15600	15600	15025	14500	13950
33	91.4	15400	15400	15400	15400	15400	15400	14875	14225	13775
35	95.0	15250	15250	15250	15250	15250	15250	14725	14150	-
37	98.6	15050	15050	15050	15050	15050	15050	14525	-	-
39	102.2	14875	14875	14875	14875	14875	14875	-	-	-
41	105.8	14675	14675	14675	14675	14675	-	-	-	-
43	109.4	14500	14500	14500	14500	-	-	-	-	-
45	113.0	14325	14325	14325	-	-	-	-	-	-
47	116.6	14150	14150	-	-	-	-	-	-	-
49	120.2	13875	-	-	-	-	-	-	-	-

NOTE: Weight in Kilograms = Weight in pounds times 0.45359

FAA APPROVED
ISSUED: JULY 6, 1998

AT-802 AIRPLANE FLIGHT MANUAL

PAGE 33 OF 34

AIR TRACTOR, INC.

Olney, Texas

MAXIMUM TAKEOFF WEIGHTS

AIR TRACTOR AT-802

with PTA-67R or PT6A-67AG or PT6A-67AF or PT6A-67D ENGINE and FIRE FIGHTING EQUIPMENT

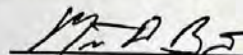
OAT OAT (°C) (°F)		PRESSURE ALTITUDE (FT)								
		0	1000	2000	3000	4000	5000	6000	7000	8000
7	44.6	16000	16000	16000	16000	16000	16000	16000	16000	16000
9	48.2	16000	16000	16000	16000	16000	16000	16000	16000	16000
11	51.8	16000	16000	16000	16000	16000	16000	16000	16000	16000
13	55.4	16000	16000	16000	16000	16000	16000	16000	16000	16000
15	59.0	16000	16000	16000	16000	16000	16000	16000	16000	16000
17	62.6	16000	16000	16000	16000	16000	16000	16000	16000	16000
19	66.2	16000	16000	16000	16000	16000	16000	16000	16000	16000
21	69.8	16000	16000	16000	16000	16000	16000	16000	16000	16000
23	73.4	16000	16000	16000	16000	16000	16000	16000	16000	16000
25	77.0	16000	16000	16000	16000	16000	16000	16000	16000	16000
27	80.6	16000	16000	16000	16000	16000	16000	16000	16000	16000
29	84.2	16000	16000	16000	16000	16000	16000	16000	16000	16000
31	87.8	16000	16000	16000	16000	16000	16000	16000	16000	15475
33	91.4	16000	16000	16000	16000	16000	16000	16000	16000	-
35	95.0	16000	16000	16000	16000	16000	16000	16000	-	-
37	98.6	16000	16000	16000	16000	16000	16000	-	-	-
39	102.2	16000	16000	16000	16000	16000	-	-	-	-
41	105.8	16000	16000	16000	16000	-	-	-	-	-
43	109.4	15950	15950	15575	-	-	-	-	-	-
45	113.0	15575	15575	-	-	-	-	-	-	-
47	116.6	15175	15175	-	-	-	-	-	-	-
49	120.2	14800	-	-	-	-	-	-	-	-



Maintenance Records

IN
ENTRIES. DRAW A DIAGONAL

07/28/2017 N802HM, Air Tractor AT-802, S/N
802-0146, TTIS 903.3. I find that the aircraft
meets the requirements for the certification
requested and have issued a special-restricted
airworthiness certificate dated 28 Jul 2017.



Michael D. Bryant, DART-709003-SW

SIGNATURE

LICENCE
NUMBER

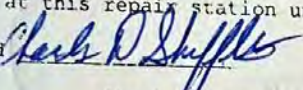
Reg. No.: N802HM
Model: AT-802A
SN# 802A-0146

Date: 18/OCT/2017
Hobbs Time: 905.3
Total Time: 905.3

Repainted aircraft. Installed Ram Air with ALT Air per latest Air Tractor
drawings. Installed rear seat controls per dwg 70518 sht 1, 70523 sht 1, 70963,
70551 sht 2. Cleaned and inspected tail wheel assy and repaired as needed.
& installed with new hardware. Recovered rear set for amsafe crotch strap.
Installed new 11197-1 & 2 corner windshields. Installed amsafe airbag system
Per STC# SA02276AK using air tractor service letter #277 Rev A. the safe life
Of the EMA is 14 yrs and the safe life of the inflators is 10 yrs see 802
Owners Manual page 3-11 in inspection. Diagnostic test has been done and
Passed. Weight and balance done 10/17/17.

This airplane was repaired and inspected according to the current FAR's,
approved drawings and process specifications. The work cited above is
approved for return to service. Details of this repair/alteration are on
file at this repair station under Work Order #17-3749.

Signed



Date 10/18/18

Charles D. Snifflett #2923529

Air Tractor, Inc. - Municipal Airport - Olney, TX 76374
940-564-5616 Fax: 940-564-5612

FAA Certified Repair Station AXTR327C
END

Airframe

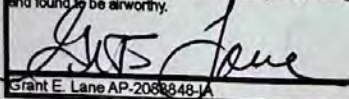


LANE AVIATION, INC.

P.O. Box 432
Rosenburg, Texas 77471
PHONE: (281) 542-5451 FAX: (281) 235-5401
www.laneav.com

January 22, 2018	ACFT:	AIR TRACTOR AT-802	IDENT:	N802HM	SN:	802-0146	HOBBS:	905.3	TTAF:	905.3
	ENG:	PT8A-87AG	SERIAL NO:	PCE-RD-0069	TSN:	905.3	TSH:	N/A	TSHS:	N/A
	PROP:	HARTZELL	SERIAL NO:	HBA1240	TSN:	905.3	TSO:	90.0		

Removed all access panels and removeable skins necessary to perform inspection. Inspection guidelines used were from Air Tractor AT-802 maintenance manual, Lane Aviation check
list and 43.13 Appendix D. See AD compliance listing dated 01/22/2018 for applicable AD's. I certify that this aircraft has been inspected in accordance with a ANNUAL INSPECTION
and found to be airworthy.



Grant E. Lane AP-208848-IA



1-23-2018

N800HM

AT-802

Avionics Equipment Installation: Pilot and Co-Pilot Intercommunications System

Install Pilot and Rear Station Intercommunications systems (Mic, Phone, PTT-Xmit capability in Crew configuration for the existing PS Engineering PAC 24 Audio panel. Configure PAC 24 Audio Panel internal DIP settings iaw Mfg. instructions for single 28V Crew system. Post installation tests performed successfully. References-PS Engineering PAC 24 Installation Document P/N 200-240-0010, Revision 13. September 2007; FAA AC 43.13-2B CH.1,2,3. Rev. 03/03/2008.

Authorized Signature:
FAA CRS#YVJR478Y

W.O. Reference #13229

JONES AVIONICS FAA CRS #YVJR478Y DAVID WAYNE HOOKS AIRPORT (281)433-6077

1-23-2018

N800HM

AT-802

S#802-0146

Avionics Equipment Installation: Garmin GTX 345 ADSB IN/OUT Transponder System

Verified aircraft is on the approved model list of STC SA01714WI for the Garmin GTX 345 transponder. Installed Garmin GTX 345 transponder and GA 35 WAAS Antenna. Barometric Pressure altitude source provided by previously installed onboard parallel data altitude encoder located near avionics rack inside rt side fuselage side panel at pilot's station. Wt. & Bal Report Revised. Installation references - Garmin GTX 3XX Part 23 AML STC Installation Manual 190-00734-10 October 2016 Revision 8; STC SA01714WI, Apollo Mode A/C Transponder Model SL70 Installation Manual p/n 560-0402-00a, Rev. October 1999; FAA AC 43.13-2B CH.1,2,3. Rev. 03/03/2008.

GTX 345 Flight manual supplement and Instructions for Continued Airworthiness provided to the owner/operator. These Instructions for continued Airworthiness can also be found in section 4 of GTX 3X5 Maintenance manual, Garmin document 190-00734-11 rev. 5 or later.

Total electrical load including this installation does not exceed 80 percent output load limits of the aircraft generator or alternator.

The Transponder's internal WAAS GPS provides position data to the transponder. Blue Tooth link system of the GTX 345 transponder provides AHRS, ADSB-traffic and weather to portable phone or tablet devices using appropriate compatible software applications and is used as an aid to situational awareness only.

Authorized Signature:
FAA CRS#YVJR478Y

W.O. Reference #13229



Jones Avionics FAA CRS#YVJR478Y

David Wayne Hooks Airport 281-433-6077

Date 1/23/18

N# 802HM

XPDR P/N GTX345
Encdr Mfg./P/N AK350

SerNo. 3EG402326
Ser. No. 48487

Transponder, Automatic Altitude reporting system
tested & inspected and meets the requirements of FAA 14 CFR
91.413, Part 43 Append F

Inspector

W.O. Reference # 13229

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

Jones Avionics FAA CRS#YVJR478Y
David Wayne Hooks Airport 281-433-6077

Date 1-23-2018 N802HM AT-802 s#802-0146

Pitot, Static, Altimeter, Xpdr, and Automatic Altitude reporting system was tested & inspected and meets the requirements of FAA 14 CFR 91.411, 91.413, Part 43 Append. E & F. Cert to 20,000 ft MSL.
Altimeter- 5934D-3, s#424750; Transponder- GTX345, s#3EG402326
Alt. Encoder- AK350, s#48487

Auth. Inspector

W.O. Reference # 13229

Airframe

LA

LANE AVIATION, INC.

P.O. Box 102
4 - Lansing, MI 48906
PHONE: (517) 442-9400 FAX: (517) 442-9401
www.laneaviation.com

January 22, 2018	ACFT: AIR TRACTOR AT-802	IDENT: N802HM	S/N: 802-0146	HOBBS: 905.3	TTAF: 905.3
	ENG: PT6A-67AG	SERIAL NO: PCE-RD-0069	TSN: 905.3	TSOH: N/A	TSHS: N/A
	PROP: HARTZELL	SERIAL NO: HBA1240	TSN: 905.3	TSO: 90.0	

- 1 SL 129A Horizontal Stabilizer eye bolts
- 1A SL 129B Horizontal Stabilizer eye bolts
No action taken as recommended bolt and washer replacement due at 1,350 hrs TIS.
- 2 SL 180A Horizontal stabilizer pedestal
No action taken as SL due at 2,000 TIS
- 3 SL 217B Upper wingeron aft fuselage
Not applicable due to serial number.
- 4 SL299 Corrosion inspection
Corrosion inspection is handled during the annual. None was found.
- 5 SL 266 Inspection/Repair of AFT fuselage tube
Area inspected during annual inspection. No cracks noted
- 6 SL 300 Elevator trim actuator bracket
Trim bracket inspected and lubricated per SL.

Grant E. Lane AP#208848-1A

AIR TIME AND

[illegible]

INSPECTION, REPAIRS & REPLACEMENT ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
5/12/18 TT 914.6 HRS Replaced 1000 HR Life Limited Tail Springs Forward Bolt NAS1308-34 and washer/locknut in accordance with Aircraft Manual. Bolt replacement due 1914.6 hours. Aircraft approved for return to service. Issue T Regir Issue 7 Regir ATP 3181485		
5/25/18 TTAF & Eng: 923.3 Replaced burned out tail Nav lamp with new lamp. Traced ELT switch wires, remedied indicator light fault, switch indication light works correctly. Inspected left wing fuel cell area through wiring inspection panels. Leak was from coming from tank vent line. Tightened fuel vent line hose clamp. Aircraft is approved for return to service. Issue T Regir Issue 7 Regir ATP 3181485		
7/18/18 TTAF & Eng: 947.2 Removed and replaced right Main wheel with new Goodyear tire. Work done in accordance with Aircraft Service Manual. Aircraft is approved for return to service. Issue 7 Regir ATP 3181485.		
Installed STC-SA02752 AT issued to Air Repair Inc. WTB modified in accordance with installation manual sheet 6 per 3.3 - 7500 lbs, 27,336 CG, 205034.7 Moment Electrical Load data verified in accordance with installation manual Sheet 6 per 3.4. Installation completed in accordance with SA02752 AT installation instruction provided by Air Repair Inc. Installation instruction Report Number AL-03R-012 Rev E. Performed ops check = satisfactory. Reference Form 337 for more details. Issue T Regir Issue 7 Regir ATP 3181485		

N802HM

Butterfly Aviation, Inc. Goodland, KS.

Date: 07/18/2018. TACH: 947.2. VERIFIED INSTALLATION OF AIR REPAIR, E-TEC, ET-107 FAST START SYSTEM STC-SA02752AT INSTALLED ON N802M. INSTALLATION FOUND TO BE INSTALLED AS PER AIR REPAIR INSTALLATION INSTRUCTION REPORT NUMBER ALO3R-022 REV-022. WEIGHT AND BALANCE CHANGED. START SEQUENCE AND OPERATION FOUND SATISFACTORY INCLUDING ELECTRICAL OPERATION. AIRCRAFT APPROVED FOR RETURN TO SERVICE.

DUANE D. SCHAAL. AP3431357IA

Name: NEW SEATAddress: 12502 CR 27City: STERLING State: CO Zip: 80751

Phone: (Cell) _____ (Bus) _____

Email: _____

OP# DESCRIPTION OF WORK

1 W/O INITIATED BY: AT

2 PILOT REPORTS INTERMITTENT REC
FM RADIO TO DISPATCH. TROUBLESHOOT
VERIFYING COAX CONTINUTY TO AN
AND REPLACING A BAD BNC CONNECTOR
FLIGHT FOLLOWING FREQUENCIES AND
AS NECESSARY. OPS NORMAL ON F

MISC/OUTSIDE WORK

LABOR

MATERIALS

FREIGHT

MISC

TAX

CASH

CHECK

CHARGE

OIL CC

I hereby authorize the above work, and all work and materials
necessary to determine the cause of and to correct the trouble
described. I understand that you assume no responsibility for
or damage to aircraft or contents placed with you for repair,
age, or sale, from fire, theft, weather, or other causes
beyond your control. An express mechanic's lien is hereby
acknowledged on the above aircraft to secure the amount of this
invoice.

Authorized by: _____

B: _____

Signature: _____

Jason F. Blanke

Date: 21 July 18

Hobbs 954.8 JWS

Work performed by Jason F. Blanke, commercial pilot, airman certificate #3311264.

Removed Technisonic TDFM-136 radio, installed TDFM-136B radio. Replacement
radio is a direct replacement, no alterations required. Operational check is
satisfactory. Work performed as preventative maintenance under part 43.3 and
part 43 appendix A (31).

N802HM, Air Tractor 802, airframe TT 954.8 hours.

CARRIED FORWARD

ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

8/21/2018 Hobbs 989.2 TT

Inspected aircraft landing, light, nav/strobe, nose hazard lights, controls, flaps and control travel, wheels, brakes. Complied with hopper rinse tank AD 2006-20-10 next due 1089 TT. Complied with tail cone fastener AD 2006-23-14 next due 1089 TT. This airframe has been inspected in accordance with a 100 HR inspection and has been found to be in an airworthy condition. Isaac T Regier Isaac T Regier ATP 3181485



FAA Approved Repair Station No. CP2R750K EASA Approved
Pratt & Whitney Canada Designated Overhaul Facility
201 E Airport Rd. Okmulgee, Ok. 74447 Ph: 918-756-7862 Fax: 918-756-3424

Date: December 12, 2018	Tach/Hobbs: 1001.5	Engine Model: PT6A-67AG	Engine S/N: PCE-RD0069	Acft. Reg. No: N802HM
Eng. Total Time: 1001.5	TSOH: NA TSHSI: -0-	Eng Total Cycles: Ref SB 14502R4	Starts: 706 Flights: 1550	Acft. Mod/Ser No: AT-802-0146

Received engine as installed on this aircraft for hot section inspection including fuel nozzle and firewall forward annual. Performed pre-split engine run for performance data. Split engine at C flange for HSI. Removed hot section components. Cleaned and inspected all parts as required. Segments are serviceable and were field ground to achieve acceptable clearance. Lapped all sealing surfaces as required. Assembled components and safetied as required. C/W S.B. 14148 and installed new external scavenge coupling P/N 3103008-01. Inspected 1st stage compressor for FOD, light FOD noted. Blended FOD. Inspected oil filter, P3 filter, fuel pump filter and chip detectors for debris, none noted. Ops checked chip detectors. Installed exchange set of fuel nozzle assemblies. Inspected and functional checked ignition system, replaced 1ea igniters. C/W S/L 170 on the A/C. Performed compressor wash. Purged prop with Aeroshell #5. C/W firewall forward annual using Air Tractor annual inspection check list. Borescoped AGB and RGB for corrosion per customers request due to age of engine. Serviced engine with 2380 turbine oil. Ground run and leaked checked engine with results satisfactory. Balanced prop using aces pro balancer 2020 Hr analyzer to .04 IPS @ 189 degrees. All work done in accordance with manufactures manuals or other applicable data.

MAINTENANCE RELEASE: This certifies that the work specified above was carried out in accordance with Federal Aviation Regulations and current manufacturer's specifications. In respect to the work performed, the engine/component is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No: 221853

Authorized Signature: *Isaac T Regier* Date: December 12, 2018 COVT056 (Rev0 06-99)

N802HM

Date: 01/09/2019.

AF&TT: 1002 HRS. Removed ADAS engine monitoring system. Removed hopper rinse tank, pump, and hoses. Removed original instrument panel, hopper panel strap, and engine instruments. Installed new hopper band, instrument panel, and Electronics International MVP-50T in accordance with EI and Airtractor instructions. See Form 337 for more detail. Reweighed aircraft after work was completed. New W&B --- 7562.5 lbs --- 30.53 CG --- 230,930.4 moment, see W&B sheet for more details.

Isaac T. Regier 3181485 A&P *Isaac T Regier*

N802HM

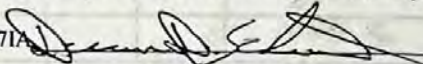
Butterfly Aviation, Inc., Goodland, KS.

Date: 01/09/2019. AF&TT: 1002 HRS. Inspected installation of Electronics International MVP-50T installation. Installation found to be completed correctly I/A/W STC SAO2135SE and drawings. Form 337 filed and aircraft reweighed. New W&B --- 7562.5 lbs --- 30.53 CG --- 230,930.4 moment. Aircraft approved for return to service.

Duane D. Schaal AP3431357IA *Duane D Schaal*

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD					

N802HM Butterfly Aviation, Inc., Goodland, KS.
 Date: 01/10/2019. Hobbs: 1002.0. T.T. 1002.0. Insp. & lube all cables, pulleys, rod ends, bell cranks & hinges. Check all lights & elect. Components. Remove, clean, inspect, lube t/w assy. Inspected, cleaned and lubed tail wheel bearing. Installed new fwd bolt. Checked Torque on swivel housing bolts. Inspected and lubed MLG wheel bearings. Installed new brake disc on rht and lft sides. Replaced pucker o-rings on rht and lft side. Installed new o-rings in front lft master brake cylinder. Serviced brakes. Inspected batteries and serviced. Batt's new 07/2017. Adjusted down micro switch on flaps. Adjusted elevator trim cable tension. Replaced wing walk on rht mlg. Tested ELT per FAR91.207(d). Replacement battery due on or before May 2023. Performed AMSAFE Diagnostic check. System checks good. Front and back EMA's due replacement 04/2029. Front and back inflator due replacement 06/2029. Inspected fire gate and control systems. No discrepancies found. AD 05-13-12 "Horizontal Stabilizer Spar Attach Bolts" due replacement at 1350 time in service. C/W AD06-20-10 "HOPPER RINSE TANK ATTACH ANGLES" NO CRACKS FOUND ON ATTACH ANGLES. RINSE TANK REMOVED. INSP. DUE HOBBS: 1102. C/W AD 06-23-14 "RUDDER AND VERTICAL FIN HINGE ATTACH" BY VISUAL INSPECTION. NO CRACKS OR LOOSE FASTENERS FOUND. NEXT INSP. DUE AT HOBBS: 1102. DOUBLER MUST BE INSTALLED AT 5000HRS TIS. C/W AD 09-11-05 "ENGINE MOUNT CLUSTER" BY VISUAL INSP. NO CRACKS FOUND. DUE NEXT ANNUAL. AD2014-16-17 "WING LOWER SPAR CAP SAFE LIFE LIMIT". INITIAL INSPECTION DUE AT 5500HRS TIS. THE SAFE LIFE LIMIT AND REPLACEMENT TIME FOR THIS SPAR CAP IS 8,000HRS TIS. I certify this aircraft has been inspected in accordance with annual inspection and determined to be in airworthy condition.
 Duane D. Schaal AP34313571A 

N802HM AFTT&ETT: 1003.8 Hobbs Date: 1-24-2019
 Removed Starter/Generator for overhaul, overhauled by S&T Aircraft Accessories; WO# 60473, Reinstalled, PN: 23078-020, spin up check—OK, Aircraft approved for return to service.
 Isaac T Regier A&P 3181485 

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE FAA Form 8130-3, AIRWORTHINESS		
4. Organization Name and Address: S & T Aircraft Accessories, Inc., 310 FM 483, New Braunfels, TX 78130				
6. Item:	7. Description:	8. Part Number:	9.	
1	Starter Generator	23078-020		
12. Remarks: A GENERAL DESCRIPTION OF THE WORK PERFORMED IS ATTACHED 7, 8, 10 AND 11 AS APPLICABLE. A COMPLETE DESCRIPTION OF WORK ORGANIZATION UNDER THE WORK ORDER REFERENCE NUMBER INT				

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

WESTERN PLAINS AVIATION LLC 3401 E 8TH STREET GREELEY, CO 80634 (970)-373-4550
LOG ID# 1115 30-January-2019 WO# 740/1 WPAF007.0 AC TT 1006.6 HOBBS 1006.6
N802HM S/N 802-0146 AIR TRACTOR INC AT-802

Pg 1 / 1

**** ITEM # 740-1 24MONTH CHECK IFR ****

DISCREPANCY: 24MONTH CHECK

ACTION: Altimeter: Make UNITED INSTRUMENTS Model 5934D-3 S/N 424750

Encoder: Make AMERI-KING CORP Model AK-350-232-2 S/N 48487

Transponder: Make GARMIN Model GTX345 S/N 3EG402326

This aircraft's ATC transponder system has been inspected and tested in accordance with FAR 43

appendix F and has been found to comply with FAR 91.413.

This aircraft's pitot/static system has been inspected and tested in accordance with FAR part 43

Appendix E, and has been found to comply FAR 91.411. The altimeter and encoder have been tested to

20,000 feet and found to comply with part 43 appendix E.

Details of this inspection are on file at this facility under W/O # listed above.

122R933C Steve McIntire

11/30/19
Date



Save time! Update your beacon online at: www.beaconregistration.noaa.gov

Official 406 MHz ELT Registration Form

Mail or Fax to
NOAA/SARSAT
E/SPO53
1315 East West
Silver Spring, MD
Fax No. 301-817

ELT Information

Beacon ID (Unique Identification Number)

A D C C 4

0 F 7 C 4

0 0 2 6 1

(15-digit hexadecimal ID provided by the beacon manufacturer)

Checksum: ☐ ☐ ☐ ☐ ☐ ☐

ADCC4 0F7C4 0026

Manufacturer Artex aircraft supplies
Model No. unknown

Owner/Operator Information

Name PATRICK MERTENS

Mailing Address 12502 CR 27

Registration Expiration (MM/DD/YYYY):
02/10/2022

City STERLING

ZIP (Postal) Code 80751

Email patrick@aeroseat.com

State/Province CO

Country USA

Telephone

+1 970-522-1941

☐ Home ☒ Work ☐ Cell ☐ Fax ☐ Other

☐ Home ☐ Work ☐ Cell ☐ Fax ☐ Other

☐ Home ☐ Work ☐ Cell ☐ Fax ☐ Other

☐ Home ☐ Work ☐ Cell ☐ Fax ☐ Other

Aircraft Information

Registration (Tail) No. N802HM

Usage

Survival Equipment Usage

Deployable (Describe and List Quantity)

AIR TIME AND

wo: WO_2019_108

Airframe - page 1 of 1



Hangar 1 Inc - 721 Airport Rd - Greeley, Colorado 80631 - 970-356-3430

N802HM
Hobbs: 1036.8

AIR TRACTOR INC, AT-802, S/N: 802-0146
ACTT: 1036.8

February 18, 2020

Performed an Annual inspection in accordance with 14CFR part 43 appendix D and Air Tractor 802 annual inspection checklist. Verified compliance with all applicable service bulletins. Batteries capacity checked below 75% @ 19 A/Hr, replaced all batteries. Installed (3) RG24-20 Concorde Batteries. C/W AD 2016-05-13 Verify FCU part number does not apply to the AD: Verified FCU P/N 8063-063 is the "new part number" found on aircraft, IAW P&WC SB# 14389R4, AD is PCW. C/W AD 2006-20-10 Cracks on hopper rinse tank shelf attach brackets: Inspected brackets IAW AD 2006-20-10, no discrepancies noted at this time, hopper rinse tank is removed but brackets remain. AD next due hobbs 1136.8. C/W AD 2006-23-14 Loose fasteners on the rudder and vertical: Inspected rudder and vertical stabilizer IAW AD and SL# 247, no discrepancies noted at this time. AD due 3500 hours ACTT for initial inspection. C/W AD 2009-11-05 detect cracks in the engine mount: AD due 1300 hours ACTT for initial inspection. Completed Hangar 1 tail wheel task card, no deficiencies noted, installed new grease in all bearings. Completed Hangar 1 torque task card, installed new aft wing spar attach bolts NAS1309-25, due to time in service and torqued to 77 ft lbs plus running torque. Completed Hangar 1 lubrication task card on the airframe. Installed new rudder pedal bushings and bolts, (2) 71089-1 - Rudder pedal Bushing, Installed (2) 71015-1 - Bolt, Rudder pedal pivot. Removed all grime and old grease from the rudder trim cables and drum as needed, added new grease. Inspected cables for frays and damage, none were found. New hardware installed in the elevator trim bell-cranks to remove excessive free play. Installed new o-rings and seals in both forward brake master cylinders, Re-sealed both brake calipers, bled brake system. Flap motor studs found to be the solid type which is "acceptable" per SL 375, Installed (1) 70026-1 - drive coupling. Inspected seat frames (fwd and aft) IAW SL 358, no discrepancies noted. Inspected E-Dump system IAW SL#351, found "check valve #2" installed. Complied with SL by removal of check valve #2 and installed solid line. Inspected rudder pedal attach bushings IAW SL# 345, no discrepancies noted at this time. Inspected the torque tube per SB347, no damage found. SL 338 is not applicable by flap motor S/N. Plenum drain hole is located IAW SL 306. No further action necessary. Inspected rear seat A/C duct for security per SL 309, no discrepancies noted. Complied with SL285 Elevator trim crack inspection, lubricated and inspected no damage or corrosion found, due every 100 hrs. Inspected elevator rear spar hinge bracket per SL 285, no discrepancies noted. Inspected engine mount per SL 298, no discrepancies noted. Complied with SL233 corrosion inspection, no corrosion found. Inspected elevator trim actuator bracket per SL 300, no discrepancies noted. Complied with SL 266 no cracks or damage found in the tail or diagonal tube. Inspected leading edge ribs per SL 275, no discrepancies noted. C/W SL 282 by drilling holes and adding safety wire as needed. Inspected flap actuator coupling per SL 260, found coupling slightly warped, replace. Removed flap actuator from aircraft, also found attach bushing needing replacement. Received parts, installed actuator bushing and coupling, re-installed actuator and motor in aircraft. Drilled inspection holes in locations called out in SL 232. Holes are 7/16" in dia., providing adequate access for bore-scope. Inspected horizontal stab fins per SL 232, no discrepancies noted at this time. Inspected pedestal IAW SL180A, no cracks or damage found at this time. No corrosion found on the braces per SL98. Found the right louver for the AC condenser installed facing forward causing inadequate airflow across the condenser. Drilled out all rivets and stripped the panel. Installed the correct direction and re-painted as needed to match existing scheme. Complied with SL126 oil scavenge line chafing, no chafing found at this time. Fire gate actuator found leaking, Disassembled sensors and removed the forward seal plate for inspection and seal replacement. Installed new actuator unit from Airtractor, calibrated sensors and tested the gate system. Filled hopper with water and tested for leaks. All leaks were sealed. Greased all hopper and door gaskets. Weighed aircraft and installed a new weight and balance sheet in the aircraft logs. Found engine breather tube crushed by persons unknown just above the air oil separator. Removed breather line and repaired to allow for adequate flow out of the engine. Removed air/oil separator from aircraft, drilled out rivets in top cover, removed cover. Removed baffling material from can, cleaned can and re-assembled the separator and installed on the aircraft. Tested both Amsafe EMA boxes and inspected mounting integrity, inspected belts for condition, all were in airworthy condition. Removed several fuel bay covers and re-seal the aft spar as needed to stop small fuel seep. Installed new floats for the min fuel lights in both wings. Fueled aircraft and no leaks were found. Work performed in accordance with AT 802 Service manual.

I certify this aircraft has been inspected in accordance with an Annual inspection and is airworthy at this time.

Samuel Brailsford A&P / IA 3411060

Hobbs: 1037.1 ACTT: 1037.1

Feb 26, 2020

ELT System check, Batteries found to be fully discharged. Replaced both packs and completed system check. Satisfactory.

ACR ELECTRONICS, Inc.
Artex Products - CAGE Code 18560
Fort Lauderdale, FL 33312

LOG BOOK ENTRY Feb 26, 2020 C & D

E.L.T. BATTERY REPLACEMENT DATE 04/2027

Aircraft is approved for return to service.

~~Signature~~ Isaac T. Payne Isaac T Payne 7/18/1985

INSPECTION, REPAIRS & REPLACEMENT

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

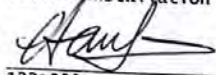
SIGNATURE

LICENCE
NUMBER

WESTERN PLAINS AVIATION LLC 3401 E 8TH STREET GREELEY, CO 80634 (970)-373-4550
 LOG ID# 1485 10-March-2020 WO# 959/2 WPAF007.0 AC TT 1038.3 HOBBS 1038.3
 N802HM S/N 802-0146 AIR TRACTOR INC AT-802

Pg 1 / 1

Removed VSI P/N VSI2FM-3 S/N VSI00100015 and replaced with a used serviceable unit P/N 7000 S/N D3842. Installation and leak check performed with reference to AC43.13-18 Chapter 12.



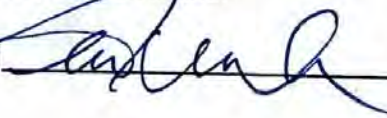
3/10/2020

122R933C Han Lim

Date

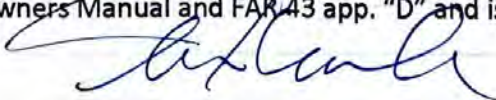
6/5/2020 Hobbs 1056.1 N802HM Air Tractor Model AT-802 S/N 802-0146
 Installed ELT power source to battery side of master relay with reference to
 AC43.13-2A. This Airframe is Airworthy for Return to Service with respect to
 the work performed. End.

Signed



Date 6/5/2020 A&P3694082

8/28/2020 Hobbs 1115.8 N802HM S/N 802-0146 Replace Lt. & Rt.
 main gear tires, C/W AD06-20-10 by inspection-OK- due AFTT 1215.8,
 C/W AD 09-11-05 by inspection-OK- due AFTT 1215.8, This airframe
 has been inspected for a 100 hr. inspection with reference to Air Tractor
 Owners Manual and FAR 43 app. "D" and is Airworthy for Return to Service.



A&P3694082.

N802HM

MTSWO 210319

Transponder Make/Model/S.N.	Altimeter Make/Model/S.N.	Encoder Make/Model/S.N.
#1 Garmin / GTX 345 / 3EG402326	#1 Garmin / GI 275 / 5MZ101768	#1 ACK / A-30.9 / 156823
	#2 United / 5934D-3 / 424750	

APPENDIX - E

Scale Error (Table I)

Baro 29.92 ROC < 20,000 til 2,000' of TP
ROC 2000' to TP. Hold > 1 < 10 min.

Ref	Tol ±	Alt #1	Alt #2	Alt #3	Alt #4	Enc #1	Enc #2
-1000	20	-1000	-1020			-1000	
0	20	5	-10			0	
500	20	505	500			500	
1000	20	1005	1000			1000	
1500	25	1505	1505			1500	
2000	30	2005	2005			2000	
3000	30	3005	3000			3000	
4000	35	4005	4000			4000	
6000	40	6005	5985			6000	
8000	60	8005	7980			8000	
10000	80	10000	9980			10000	
12000	90	12000	12000			12000	
14000	100	14000	14005			14000	
16000	110	16000	16020			16000	
18000	120	18000	18040			18000	
20000	130	20000	20070			20000	

Friction (Table III)

ROC 750 fpm

Altitude	Tol ±	Alt #1	Alt #2	Alt #3	Alt #4
1000	70	0	30		
2000	70	0	30		
3000	70	0	35		
5000	70	0	35		
10000	80	0	35		
15000	90	0	45		
20000	100	0	75		
25000	120				
30000	140				
35000	160				

Baro Scale Error (Table IV)

Tolerance 25'

Baro.	Delta	Alt #1	Error 1	Alt #2	Error 2	Alt #3	Error 3	Alt #4	Error 4
28.10	-1727	1430	2	1430	-3				
28.50	-1340	1815	0	1805	-15				
29.00	-863	2290	-2	2300	3				

AFTT&ETT: 113

DATE

DAILY
TOTAL

HRS.

N802HM

Installed Whelen Parmetheus Plus LED
manufactures instructions. Installed A
Wingtip/Tail position/strobe lights acc
instructions. Function Test-OK Com
Post run wash- OK Removed tail wh
Cleaned/greased/ reinstalled. Checked
attach bolts. Check Tail spring clamp
gear wheels. Cleaned/greased/ reinsta
condition-OK Checked Axle bolt tor
block forward and aft bolt torques. Re



DATE: 1-27-20

PER AIRTRACTOR CHECK
TEST ALL BATTS. R&R ALL
& ATTACH BRACKET, TAIL
NEEDED, FLAP DRIVE ATTA
BACK COVERS, FUEL FILT
SKIN ATTACH BRACKET. T
FUNCTIONS OF ELT AS PER
LEAK CHECK SATISFACTO
TO DATE SEE LIST. I CERT
INSP. AND FOUND TO BE A

STEVEN R RICE A&P 28226



DATE: 3-9-2021

PROVIDED BY SUN VALLE
CERTIFIED BY MTS SERVIC

STEVEN R RICE A&P 2822642

N802HM

Air Tractor/ AT-802 N802HM Tach: 142.20 March 9, 2021
Transponder Make/Model Garmin / GTX345, S.N. 3EG302326 in this
A/C has been inspected IAW Title 14 CFR 91.413 and found to comply with
the specifications of Title 14 CFR 43 App F.
EFIS Make/Model Garmin / GI275, S.N. 5MZ101768,
Altimeter #2 Make/Model United / 5934D-3, S.N. 424750,
Encoder Make/Model ACK / A-30.9, S.N. 156823, and the
Static System have been inspected IAW Title 14 CFR 91.411 and found to
comply with the specifications of Title 14 CFR 43 App E.

Details on file under MTSWO 210319
Alan Spencer - Inspector
Mobile Transponder Services, LLC. 8266 Cessna Dr Peyton, CO 80831
719-251-8251

CRS TJR625X
Date 3-9-2021

D FORWARD

ENTRIES. DRAW A

LICENCE
NUMBER

DATE: 3-19-2021 HOBBS/TT: 1134.2 INSTALLED TRANSLAND FAST BOMB BAY FIRE GATE SYSTEM AS PER PROVIDED DRAWINGS AND INSTRUCTIONS ALSO FOUND IN 337 THIS DATE. INSTALLED REABE HOPPER GAUGE SYSTEM AS PER PROVIDED DRAWINGS AND INSTRUCTIONS (SEE 337 THIS DATE) RE-WEIGHT OF AIRCRAFT AND FOUND LEFT GEAR 3292 RIGHT GEAR 3197 AND TAIL GEAR 1100 LBS. WEIGHT AND BALANCE REVISED THIS DATE. OPS CHECK OK. ---END---

STEVEN R RICE A&P 2822642

N802HM



DATE: 5-13-2021 HOBBS: 1137.2 REMOVED FIRE BOMB BAY GATE SYSTEM AND INSTALLED AND CALIBRATED AG GATE SYSTEM AND FULL SPARY SYSTEM. RE-WEIGHT OF AIRCRAFT DONE AND AG GATE WEIGHT AND BALANCE INSTALLED IN THE FRONT OF THE FLIGHT MANUAL. OPS CHECK AND LEAK CHECK OK. ---END---

STEVEN R RICE A&P 2822642

N802HM

N802HM

AFTT: 1188.8

Date: 6-1-2021

Installed Hershey Flying Service Wire Cutting System. Info found on Task Card 802HM6121. Installation conducted according to Hershey Flying Service installation instructions. Aircraft is approved for return to service.

Isaac T Regier A&P 3181485

N802HM

AFTT: 1233.3

Date: 6-10-2021

Completed 100 Hr inspection in accordance with Air Tractor Maintenance Manual and SL list. Task Card 802HM61021 contains greater detail. Post Inspection run- Satisfactory. Aircraft in approved for return to service.

Isaac T Regier A&P 3181485

N802HM

AFTT: 1250.7

Date: 7-5-2021

Complied with AD 2005-13-12 and SL 129/A and B. Horizontal Stabilizer Eyebolt replacement. Installed AN47-30A eyebolts life limited to 1350hrs TIS. Next replacement 2600 Hrs Hobbs. See Task Card 802HM7521 for more details. Aircraft is approved for return to service.

Isaac T Regier A&P 3181485

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	

BROUGHT FORWARD

N802HM Hobbs: 1275.5 AFTT: 1275.5
Date: 11-18-2021

Completed 100 Hr inspection in Reference to Air Tractor Owners Manual, FAR 43 App. D and Air Tractor Service Letter List. Complied with AD 05-13-12 Horizontal Stabilizer Eyebolt referencing SL129 torque check and replacement times—eyebolt replacement due AFTT:2600hrs, AD 06-23-14 Rudder and Vertical Fin Attachment referencing SL247 visual inspection at 100hr and annual—due at AFTT:1375.5hrs, AD 09-11-05 Engine Mount Cracks referencing SL253 visual inspection instructions---due AFTT:1575.5, AD 14-16-17 Wing Lower Spar Cap Cracks initial inspection due AFTT:5500hrs, AD 21-05-14 Flap Actuator Attachment Brackets referencing the AD compliance section, removed flap tube and performed dye pen. inspection—no cracks detected—visual inspection due AFTT: 1620.5 hrs. Further work recorded on Task Card 802HM111821. Post Inspection run- Satisfactory. Aircraft in approved for return to service.

Isaac T Regier A&P 3181485

MAKE: Air Tractor
MODEL: AT-802
S/N: 802-0146
REG. NO: N802HM
WORK ORDER:
4800-11-2021



Valley Air Crafts.
P.O. BOX 566
Tulare, California 93275
Phone: 559-686-7401

DATE: 11/13/2021
A/C TSN: 1275.5
HOBBS: 1275.5

Airframe Entries

(1) AmSafe seat belt test performed using the AmSafe AAIR Diagnostic Tool.

DATE: 11/13/2021

SIGNED

Michael Schoenau, A&P 3262337

Work Order: 4800-11-2021

Printed by EBis 3 (datamedia.com)

11/18/2021 Hobbs 1275.5 N802HM Air Tractor AT-802 S/N 802-0146 AFTT 1275.5
Airframe inspected for an Annual Inspection with reference to Air Tractor Owners Manual and FAR 43 app. "D" and is Airworthy for Return to Service. End.

Signed

[Signature]

A&P 3694082IA

Date 11/18/2021

CARRIED FORWARD

Date: 02/21/2022 Hours: Hobbs: 1275.5 AFTT: 1275.5

Tail#: N802HM

Make: Air Tractor

Model: AT-802

S/N: 802-0146

Complied with Air Tractor Service Letter #316. Emergency Door Release Spring Bracket by upgrading the 2024-T3 bracket to the Air Tractor Provided 4130N Steel Bracket.

Complied with Air Tractor Service Letter # 352. Installation of Power Quadrant Anti-Reverse Fence. Installed using Air Tractor supplied parts.

Complied with both Service Letter #316 and #352 in reference to Air Tractor Service Letter Documents and installed using Air Tractor supplied parts and hardware. Functional check completed with Power quadrant—Satisfactory. Aircraft is approved for return to service in reference to the above mention work.

Name: Isaac T. Regier

Co: Aero Applicators Inc

Cert: A&P 3181485

Sign: *Isaac T Regier*

Date: 02/23/2022 Hours: Hobbs: 1275.6 AFTT: 1275.5

Tail#: N802HM

Make: Air Tractor

Model: AT-802

S/N: 802-0146

CW Air Tractor Service Letter 247 Rudder Hinge Double Installation—337 Completed

CW Air Tractor Service Letter 129A Eye Bolt upgrade to 5000 Life Limit-337

Completed

CW Air Tractor Service Letter 266 Diagonal Frame tube replacement- 337 Completed

Installed Turbine Conversion Ltd. Single Point Fuel System Per STC SA01323CH.

AFM supplement Rev. A, 6/22/01 added to AFM. Maintenance Manual Rev. B

September 21, 2001. Installation Instructions Rev. D March 3, 2014. —337

Completed

Aircraft has been reweighed and equipment list updated. Additional information found on 337 forms as well as Work Order 802HM2232022.

Aircraft has been found to be in an airworthy condition in reference to the work mentioned above and is approved for return to service.

Name: Isaac T. Regier

Co: Aero Applicators Inc

Cert: A&P 3181485

Sign: *Isaac T Regier*

N802HM

AFTT: 1301.1

Date: 5/5/2022

Installed refurbished AMSAFE EMA units. Completed diagnostic test--- Passed. Units due for disposal on 04/2029. Information on life limit and replacement intervals found on units as well as general service info in the Air Tractor Owners manual. Aircraft is approved for return to service.

Isaac T. Regier A&P 3181485 *Isaac T Regier*

Aero Seat Inc.
SOL: 123501 05

AIR TIME AND

[illegible]

2/1/2023 Hobbs 1502.5 N802HM Air Tractor AT-802 S/N 802-0146 AFTT 1502.5

Inspect wings, fuselage, control surfaces, lube airframe, check lighting, Installed new tires and brake linings C/W AD05-13-12 by torque check eyebolts-OK- Due 2/2024 and AFTT: 6275, C/W AD06-23-14 by inspection OK-due 2/2024, C/W AD09-11-05 Due AFTT: 1802.5, C/W AD21-05-14 by inspection I.A.W. par. (g) (2) and S/L #347, Rev.A OK- Due AFTT 1847.5 This Airframe has been Inspected for an 100 hr. Inspection with Reference to Air Tractor Owners Manual and FAR 43 app. "D" and is Airworthy for Return to Service. End.

Signed _____

Date 2/1/2023

Aero Applicators, Inc.
Sterling, CO. 80751

Isaac T. Regier

A&P3181485

2/1/2023 Hobbs 1502.5 N802HM Air Tractor AT-802A S/N 802-0146 AFTT 1502.5

Inspect Airframe for an Annual Inspection with Reference to Air Tractor Owners Manual and FAR 43 app. "D" and is Airworthy for Return to Service. End.

Signed

Date 21/2023

Timothy Charles

A&P36940821A

Work Performed on Air Tractor AT-802, s/n 802-0146, N802HM, Hobbs Time 1614.4, on 09-04-2023:

No com receive audio on TDFM 136B transceiver. Found and repaired defective com audio low wiring between TDFM and Garmin GMA 345 audio panel. Tested and verified proper transmit and receive operation of TDFM 136B after this repair. Com audio verified working correctly. No change to aircraft weight and balance records or equipment list. This aircraft is approved for return to service with respect to this work performed. Avex Work Order #6182.

Avex Aviation, LLC
CRS # YOXR999X
Love and Seat Inc.
SOL: 123501

Date:

Paul J. Stooksbury

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

Date: 04/21/2023 Hours:

Tail#: N802HM

Make: Air Tractor

Model: A-802


S/N: 802-0146

1. R&R COM 3 TDFM-136B BNC Connector P/N: 11-01802.

2. Ops check Good

Name: Canyon Aero LLC

Cert: CRS#915R947C

Co: Canyon Aero LLC dba Precision Aircraft MSign: 

6/26/2023 Hobbs 1588.4 N802HM Air Tractor AT-802 S/N 802-0146 AFTT 1588.4

Inspect wings, fuselage, control surfaces, lube airframe, check lighting, Installed new right tire. C/W AD06-23-14 by visual inspection OK-due 2/2024, C/W AD09-11-05 Due AFTT: 1888.4. This Airframe has been Inspected for an 100 hr. Inspection with Reference to Air Tractor Owners Manual and FAR 43 app. "D" and is Airworthy for Return to Service. End

Signed Aero Applicators, Inc.
Sterling, CO. 80751

Isaac T. Regier

Date 6/26/23

A&P3181485



432-788-7137 FLYTEX AVIATION, LLC Seminole TX 79360

N802HM 7-18-23 Hobbs 1596.1 Total Time 1596.1

Removed Trans land Fire Gate and Associated components. Installed Trotter controls Gen 3 Gate S/N 0092. Installed new hopper door lid and vent assembly P/N 80471-1-300. Installed Alrtractor fwd and aft gate box fairings P/N 11138-1-302. Installation of gate was done IAW Trotter controls Install manual 9001-0056 Revision F, 03/15/2021 and STC SA02535AK, and Alrtractor drawings. Performed Normal and emergency dump procedures with no defects noted. Performed leak tests with no defects noted. Weight and balance revisions have been made see log book. I certify this aircraft to be airworthy and return to service.



Jonathan Siemens, A&P IA 3288274

AIR TIME AND

DATE

DAILY
TOTAL

TOTAL AIR
TIME SINCE
MFG.

HRS.

MIN.

HRS.

MIN.

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE



432-788-7137 FLYTEX AVIATION, LLC Seminole TX 79360

N802HM 7-18-23 Hobbs 1596.6 Total Time 1596.6

Performed After maintenance Test flight with no defect noted. Performed Gen 3 Normal and emergency dump procedures with no defects noted.

[Signature]

Pilot Cert # 3181485

MAKE: Air Tractor
MODEL: AT-802
S/N: 802-0146
REG. NO: N802HM
WORK ORDER:
5135-12-2023



Valley Air Crafts.

P.O. BOX 506
Tulare, California 93275
Phone: 559-686-7401

DATE: 12/22/2023
A/C TSN: 1734.4
HOBBS: 1734.4

Airframe Entries

(1) Performed the annual test on the AmSafe safety restraint system.

DATE: 12/22/2023

SIGNED:

[Signature]

Work Order 5135-12-2023

Michael Schoenau, A&P: 3262337

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1/23/2024 Hobbs 1734.4 N802HM Air Tractor AT-802 S/N 802-0146 AFTT 1734.4
Inspect wings, fuselage, control surfaces, lube airframe, service batteries, check lighting, service
fire gate I.A.W. Trotter Controls ICA's, replace (4) cockpit side windows and Rt. windshield,
replace tail gear fwd. bolt, replace Lt & Rt inbd. wheel bearings & races, replace Lt & Rt aft
rudder cables, replace ELT remote switch - Ops check IAW Far 91.279- OK-, install center and
left ballast on engine mount IAW S/L 52199-4, C/W AD05-13-12 by Torque Check-OK- Due
1/23/2025, C/W AD09-11-05 by Inspection-OK- Due AFTT 2034.4, C/W AD21-05-14 by Visual
Inspection-OK- Due AFTT2079.4, This Airframe has been Inspected for an Annual Inspection
with reference to Air Tractor Owners Manual and FAR 43 app. "D" and is Airworthy for Return
to Service. End

Signed

[Signature]

AFP3694002IA

Date 1/23/2024



www.beaconregistration.noaa.gov

Reg. expires: 01/16/2026

ADCC4 0F7C4 00261

N802HM

If activated, call 1-800-851-3051

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

6/29/2024 N802HM (T877) AFTT: 1778.3 Hobbs: 1778.3

Removed and replaced Concord 24vt battery in reference to Airtractor Manual. Post installation run - OK Aircraft is approved for return to service.

Isaac T. Regier Reg 7 Reg A&P 3181485

Air Tractor/ AT-802 N802HM Tach: 1916.2 December 17, 2024
Transponder Make/Model Garmin / GTX345, S.N. 3EG302326 in this A/C has been inspected IAW Title 14 CFR 91.413 and found to comply with the specifications of Title 14 CFR 43 App F.

EFIS Make/Model Garmin / GI275, S.N. 5MZ101768,

Altimeter #2 Make/Model United / 5934D-3, S.N. 424750,

Encoder Make/Model ACK / A-30.9, S.N. 156823, and the Static System have been inspected IAW Title 14 CFR 91.411 and found to comply with the specifications of Title 14 CFR 43 App E.

Details on file under MTSWO 241238

Timothy Loy - Inspector

CRS TJR625X Date 12-17-2024

Mobile Transponder Services, LLC, 8266 Cessna Dr Peyton, CO 80831
719-251-8251

1/22/2025 Hobbs 1916.2 N802HM Air Tractor AT-802 S/N 802-0146 AFTT 1916.2

Inspect wings, fuselage, control surfaces, lube airframe, check lighting, installed 3 new RG-220 batteries, installed new AMSAFE inflators due to life limit:

Front Seat—PN: 510184-401 DOM-A1024, PN: 510226-401 DOM-A1024

Rear Seat—PN: 510184-401 DOM-A1024, PN: 510226-401 DOM-A1024

C/W AD05-13-12 by torque check eyebolts-OK- Due 1/2026 and AFTT: 6275, C/W AD06-23-14 by inspection OK-

due 1/2026, C/W AD09-11-05 Due AFTT: 2216.2, C/W AD21-05-14 by inspection I.A.W. par. (g) (2) and S/L #347,

Rev.A-OK- Dye Pen Due AFTT: 2175.5 This Airframe has been Inspected for an 100 hr. Inspection with Reference to Air Tractor Owners Manual and FAR 43 app. "D" and is Airworthy for Return to Service. End.

Signed

Isaac T. Regier

Date

1/22/2025

Aero Applicators, Inc.

Isaac T. Regier

A&P3181485

Sterling, CO. 80751

1/22/2025 Hobbs 1916.2 N802HM Air Tractor AT-802 S/N 802-0146 AFTT 1916.2

This Airframe has been inspected for an Annual Inspection with reference to Air Tractor Owners Manual and FAR 43 app. "D" and is Airworthy for Return to Service. End.

Signed

Isaac T. Regier A&P 3181485

Date

1/22/2025

1/22/2025 Hobbs 1916.2 N802HM Air Tractor AT-802 S/N 802-0146 AFTT 1916.2

Completed OAS/DOI Contract Required Annual Hopper Tank Leak Check and Gate Inspection.

Inspection with Reference to Air Tractor Owners Manual, Trotter Controls Manuals and is Airworthy for Return to Service. End.

Signed

Isaac T. Regier

Date

1/22/2025

Aero Applicators, Inc.

Isaac T. Regier

A&P3181485

Sterling, CO. 80751

AIR TIME AND

[illegible]

Air Tractor AT-802**Airworthiness Directives
Compliance Report**

Date: 1/20/2025

Tail #: N802HM

Airframe: Air Tractor AT-802

S/N: 802-0146

Engine: Pratt & Whitney PT6A-67AG

S/N: RD0069

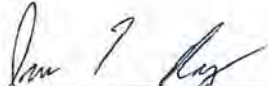
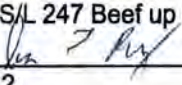
Hours: AFTT: 1916.2 Hobbs: 1916.2

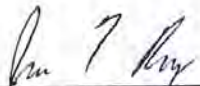

Hours: Hobbs: 1916.2 ETT: 1916.2 SHSI:
914.7

Propeller: Hartzell HC-B5MA-3

S/N: HBA1240

Hours: Hobbs: 1916.2 PTT: 1916.2
SMOH: 181.8**Airframe: Air Tractor AT-802**

AD#	Category	Subject	Amdt#	Eff Date	Recurring
96-04-08	Airframe	Main Landing Gear Leg Failure	39-9520	04/12/96	Yes
Date/Hours at Compliance:		Method of Compliance: NA by year and SN		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
97-04-11	Airframe	Tail Landing Gear Spring	39-9935	04/04/97	
Date/Hours at Compliance:		Method of Compliance: NA by year and SN		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2001-10-04 R1	Airframe	Superseded By 02-11-05			
Date/Hours at Compliance:		Method of Compliance:		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2002-15-06	Airframe	Rudder Control Cable	39-12834	09/13/02	
Date/Hours at Compliance:		Method of Compliance: NA by Year		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2002-19-10	Airframe	Superseded By 04-15-15			
Date/Hours at Compliance:		Method of Compliance:		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2004-15-15	Airframe	Fuselage Upper Longeron Cracks	39-13749	09/07/04	Yes*
Date/Hours at Compliance:		Method of Compliance: NA by SN		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2005-13-12	Airframe	Horizontal Stabilizer Eyebolt	39-14149	08/05/05	Yes
Date/Hours at Compliance: 1/20/2025 AFTT: 1916.2		Method of Compliance: Eyebolt upgrade 02/2022 Annual Torque Inspection		Name: Isaac T. Regier	
Next Due Date/Hours: Annual Torque Inspection Replacement Due AFTT: 6275		Signature: 		Cert#: A&P 3181485	
2006-08-09	Airframe	Superseded By 10-13-08			
Date/Hours at Compliance:		Method of Compliance:		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2006-20-10	Airframe	Hopper Rinse Tank Attach Angles	39-14779	11/03/06	Yes*
Date/Hours at Compliance:		Method of Compliance: PCW		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2006-22-08	Airframe	Superseded By 07-13-17			
Date/Hours at Compliance:		Method of Compliance:		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2006-23-14	Airframe	Rudder And Vertical Fin Attachment	39-14826	12/21/06	Yes*
Date/Hours at Compliance:		Method of Compliance: C/W S/L 247 Beef up kit 02/2022		Name: Isaac T. Regier	
Next Due Date/Hours: NA		Signature: 		Cert#: A&P 3181485	
2007-13-17	Airframe	Superseded By 08-10-12			
Date/Hours at Compliance:		Method of Compliance:		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2008-10-12	Airframe	Superseded By 09-11-05			
Date/Hours at Compliance:		Method of Compliance:		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	

2009-11-05	Airframe	Engine Mount Cracks	39-15915	06/01/09	Yes
Date/Hours at Compliance: 1/20/2025 AFTT: 1916.2		Method of Compliance: CW by Inspection		Name: Isaac T. Regier	
Next Due Date/Hours: Next Due AFTT: 2216.2		Signature: 		Cert#: A&P 3181485	
2009-18-04	Airframe	Rudder Pedal Cable Jamming	39-16000	10/01/09	
Date/Hours at Compliance:		Method of Compliance: PCW		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2010-13-08	Airframe	Superseded By 10-17-18 R1			
Date/Hours at Compliance:		Method of Compliance:		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2010-17-18 R1	Airframe	Superseded By 14-16-17			
Date/Hours at Compliance:		Method of Compliance:		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2014-16-17	Airframe	Wing Lower Spar Cap Cracks	39-17941	09/29/14	Yes*
Date/Hours at Compliance:		Method of Compliance: Not Due		Name: Isaac T. Regier	
Next Due Date/Hours: AFTT: 5,500		Signature:		Cert#: A&P 3181485	
2021-05-14	Airframe	Flap Actuator Attachment Brackets	39-21457	04/29/21	Yes
Date/Hours at Compliance: 1/20/2025 AFTT: 1916.2		Method of Compliance: Visual at Annual		Name: Isaac T. Regier	
Next Due Date/Hours: Visual Inspection Due AFTT: 2261.2 Dye Pen Inspection Due AFTT: 2175.5		Signature: 		Cert#: A&P 3181485	
2023-15-07	Airframe	Superseded By 2024-16-06			
Date/Hours at Compliance:		Method of Compliance:		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2024-16-06	Airframe	Horizontal Stabilizer Spars	39-22812	09/04/24	Yes
Date/Hours at Compliance:		Method of Compliance: Not Applicable		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	

Engine: Pratt & Whitney PT6A-67AG

AD#	Category	Subject	Amdt#	Eff Date	Recurring
97-04-12	Engine	Compressor Bleed Off Valve	39-9936	03/14/97	
Date/Hours at Compliance:		Method of Compliance: NA per SN		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2002-23-13	Engine	Turbine Exhaust Ducts	39-12957	12/31/02	Yes*
Date/Hours at Compliance:		Method of Compliance: NA by year and engine model		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2016-05-13	Engine	Woodward Fuel Control Units Bellows	39-18431	04/22/16	
Date/Hours at Compliance:		Method of Compliance: NA by SN		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2024-04-51	Engine	Second Stage Power Turbine Blades	39-22694	03/28/24	
Date/Hours at Compliance:		Method of Compliance: NA due to engine PT blade PN and SN range.		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	

Propeller: Hartzell HC-B5MA-3

AD#	Category	Subject	Amdt#	Eff Date	Recurring
96-18-14	Propeller	Hub Replacement	39-9738	10/16/96	
Date/Hours at Compliance:		Method of Compliance: NA by year and SN		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	
2009-10-14	Propeller	Counterweight Slug Attachment Bolts	39-15910	06/04/09	
Date/Hours at Compliance:		Method of Compliance: CW at OH		Name: Isaac T. Regier	
Next Due Date/Hours:		Signature:		Cert#: A&P 3181485	

ENGINE SERVICE AND

Engine



LANE AVIATION, INC.
P.O. Box 432
Rosenberg, Texas 77471
PHONE: (281) 342-5451 FAX: (281) 232-5401
www.laneav.com

July 26, 2017	ACFT: AIR TRACTOR AT-802	IDENT: N802HM	S/N: 802-0146	HOBBS: 903.3	TTAF: 903.3
	ENG: PT6A-67AG	SERIAL NO: PCE-RD-0069	TSN: 903.3	TSHS: N/A	
	PROP: HARTZELL	SERIAL NO: HBA1240	TSN: 903.3	TSO: 87.9	

Inspection guidelines used were from Air Tractor AT-802 maintenance manual, Lane Aviation check list, Pratt & Whitney MM and 43.13 Appendix D. Replaced engine fuel filter, cleaned firewall fuel filter. Removed oil filter and inspected - no metal noted - and installed new oil filter. Installed two ea. new induction air filters. See AD compliance listing dated 07/26/17 for applicable AD's. Engine test run, no leaks found, test flown and found ok for return to service. I certify that this engine has been inspected in accordance with a 100 HOUR INSPECTION and found to be airworthy.

Grant E. Lane AP-200048 A&P

Engine



LANE AVIATION, INC.
P.O. Box 432
Rosenberg, Texas 77471
PHONE: (281) 342-5451 FAX: (281) 232-5401
www.laneav.com

January 22, 2018	ACFT: AIR TRACTOR AT-802	IDENT: N802HM	S/N: 802-0146	HOBBS: 905.3	TTAF: 905.3
	ENG: PT6A-67AG	SERIAL NO: PCE-RD-0069	TSN: 905.3	TSHS: N/A	
	PROP: HARTZELL	SERIAL NO: HBA1240	TSN: 905.3	TSO: 90.0	

Inspection guidelines used were from Air Tractor AT-802 maintenance manual, Lane Aviation check list, Pratt & Whitney MM and 43.13 Appendix D. Cleaned firewall fuel filter. Removed oil filter and inspected - no metal noted. See AD compliance listing dated 01/22/2018 for applicable AD's. Engine test run, no leaks found, test flown and found ok for return to service. I certify that this engine has been inspected in accordance with a 100 HOUR INSPECTION and found to be airworthy.

Grant E. Lane AP-208848 A&P

wo: WO_2019_108

Engine - page 1 of 1



Hangar 1 Inc - 721 Airport Rd - Greeley, Colorado 80631 - 970-356-3430

N802HM
Hobbs: 1036.8

P&W, PT6A-67AG, S/N: PCE-RD0069
TTSN: 1036.8

February 18, 2020

Performed and annual inspection in accordance with Air Tractor service manual, Hangar 1 Annual task card and Pratt and Whitney Manual 3036132 Rev 58.0. Removed and inspected engine oil filter, fuel screen and fuel filter, only a slight amount of grit found in screen and slight amount of bacterial sludge found in fuel filter bowl, no discrepancies noted with oil filter. Removed and inspected firewall fuel filter, a small amount of grit found in canister. All o-rings and seals replaced and filters reinstalled in engine. Removed and inspected P3 filter, no discrepancies noted, installed with new o-rings. Inspected 1st stage compressor blades, a small amount of damaged noted, nicks appear to have been blended previously. Inspected full length of flexible Py line IAW SL# 327, no discrepancies noted at this time. Engine breather was found crimped by persons unknown by more than 50%, line was removed, repaired and re-installed. Chip detectors were removed, inspected and tested. Tested fuel pressure switch and plenum vacuum switch function. Removed, tested and inspected igniters, re-installed with new gaskets. Inspected security of all hardware and control cables. Engine was ran and inspected for leaks, none were found.

I certify this engine was inspected in accordance with an Annual Inspection and is airworthy at this time.

Samuel Brailsford A&P / IA 3411060

TOTAL THIS PAGE

TOTAL FROM
PREVIOUS SUMMARY

TOTAL
SINCE MFG Aero Seat Inc.

SOL: 123501 05

MAINTENANCE RECORD

6

REPAIRS, ADJUSTMENTS, MODIFICATIONS
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER



FAA Approved Repair Station No. CP2R750K EASA Approved
Pratt & Whitney Canada Designated Overhaul Facility
201 E Airport Rd. Okmulgee, Ok. 74447 Ph: 918-756-7862 Fax: 918-756-3424

Date: March 30, 2020	Tach/Hobbs: 1043.6	Engine Model: PT6A-67AG	Engine S/N: PCE-RD0069	Acft. Reg. No: N802HM
Eng. Total Time: 1043.6	TSOH: N/A	Eng Total Cycles: Ref SB 14502R4	Starts: UNK Flights: UNK	Acft. Mod/Ser No: AT-802/0146

Received engine as installed on this aircraft to troubleshoot excessive oil coming from breather tube. Performed incoming ground run to obtain engine run data. Removed, and split AGB to gain access to carbon seal. Removed, and replaced carbon seal, main oil pump garlock seal. Reassembled AGB using new o-rings, and garlock seals. C/W S.B. 1638 double lip starter gear seal. Serviced engine with 12 qts 2380 turbine oil. Performed overnight static leak check. (Found good). Ground run leak check good. All work performed reference PWC EMM 3036132R58 or other data acceptable to the administrator.

MAINTENANCE RELEASE: This certifies that the work specified above was carried out in accordance with Federal Aviation Regulations and current manufacturer's specifications. In respect to the work performed, the engine/component is approved for return to service. Pertinent details of the repair are on file at this repair station under **Work Order No: 222588**

Authorized Signature: *[Signature]* Date: March 30, 2020 COVT056 (Rev0 06-99)

8/28/2020 Hobbs 1115.8 N802HM PT6A-67AG S/N PCE-RD0069

This engine has been inspected for a 100 hr. inspection with reference to P&WC M.M. and FAR 43 app. "D" and is Airworthy for Return to Service. *[Signature]* AIP3694082.



DATE: 1-27-2021 HOBBS/TT: 1134.2 CLEANED AND FLOW TEST
PRIMARY AND SECONDARY FUEL NOZZLES AS PER MANUAL, REINSTALL
NOZZLES WITH NEW GASKET KIT. BORISCOPE HOT SECTION AS PER PRATT
MANUAL. LEAK CHECK OK. I CERTIFY THIS ENGINE HAS BEEN INSP. IAW A
100HR INSP. AND FOUND TO BE AIRWORTHY. ---END---

[Signature]

STEVEN R RICE A&P 2822642

N802HM

N802HM

ETT: 1233.3

Date: 6-10-2021

Completed 100 Hr inspection in accordance with Maintenance Manual.
Task Card 802HM61021 contains greater detail. Post Inspection run-
Satisfactory. Aircraft is approved for return to service.

Isaac T Regier A&P 3181485 *[Signature]*

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.

ENGINE SERVICE AND

DATE	TIME RUN		TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	

BROUGHT FORWARD

N802HM Hobbs: 1275.5 ETT: 1275.5 THSI: 274

Date: 11-18-2021

Completed 100 Hr inspection in reference to Air Tractor Owners Manual, PWC manual, and FAR 43 App. D. No AD's currently applicable. Further work recorded on task card Eng802HM111821. Post Inspection run-Satisfactory. Aircraft in approved for return to service.

Isaac T Regier A&P 3181485

Isaac T Regier

Date: 06/15/2022 Hours: AFTT: 1357.1

Tail#: N802HM ETT: 1357.1

Make: Air Tractor

Model: AT-802

S/N: 802-0146

Experienced excessive white smoke out exhaust stacks during shut down on several occasion. Reviewed MVP50 logs and no ITT rise was recorded. Consulted with several PT6 mechanics and PWC rep. Robert Salyers and concluded that the Fuel Flow divider must be malfunctioning during shut down and allowing fuel to smoke off in the burner can during the shut down process. Removed original Flow divider PN: 26130-2 / 3038472G ...SN: 1671 and installed OH unit from VSE Aviation PN: 26130-2 / 3038472H ... SN: 9959524461. Performed ground ops. run and leak test. No leaks and no abnormalities during engine run or shut down. Installation completed in accordance with PWC engine maintenance manual. Aircraft is approved for return to service.

Name: Isaac T. Regier

Cert: A&P 3181485

Co: Aero Applicators Inc

Sign:

Isaac T Regier

6/28/2022 Hobbs: 1359.3 N802HM S/N: PCE-RD0069

This engine has been inspected for a 100Hr inspection with reference to a P&WC MM and FAR 43 app. D. No AD's due. This engine has been found to be in an airworthy condition and is approved for return to service.

A&P 3181485 Isaac T. Regier

Isaac T Regier

TOTAL THIS PAGE

TOTAL FROM PREVIOUS SUMMARY

TOTAL SINCE MFA

Aero Seat Inc.

SOL: 123501 05

MAINTENANCE RECORD

7

REPAIRS, ADJUSTMENTS, MODIFICATIONS
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

2/1/2023 Hobbs 1502.5 N802HM P&WC PT6A-67AG S/N RD0069 TSN 1502.5 TSHSI: 501
Fuel nozzles cleaned and flow checked by Covington Aircraft. Starter/Generator overhauled by Naasco Northeast Corp. Installed new bushings and pin on reversing arm. Changed engine oil and serviced oil and fuel filters. This Engine has been Inspected for a 100 hr. Inspection with Reference to P&WC M.M. and FAR 43 app. "D" and is Airworthy for Return to Service. End.

Signed Isaac T. Regier Date 2/1/2023
Aero Applicators, Inc. Isaac T. Regier A&P3181485
Sterling, CO. 80751

6/26/2023 Hobbs 1588.4 N802HM P&WC PT6A-67AG S/N RD0069 TSN 1588.4 TSHSI: 586.9
Inspected and cleaned fuel filters. Serviced engine. Cleaned engine. Inspected firewall forward wiring and engine controls. This Engine has been Inspected for a 100 hr. Inspection with Reference to P&WC M.M. and FAR 43 app. "D" and is Airworthy for Return to Service. End.

Signed Isaac T. Regier Date 6/26/23
Aero Applicators, Inc. Isaac T. Regier A&P3181485
Sterling, CO. 80751

1/23/2024 Hobbs 1734.4 N802HM P&WC Model PT6A-67AG S/N RD0069 ETT 1734.4 TSHSI
732.9 Change oil and filter, service with Aeroshell 560, replace fuel filter, clean and flow check
fuel nozzles, replaced A/C drive bearings and shaft, test bleed valve, service air filter, This
Engine has been Inspected for a 100 Hr. Inspection with reference to P&WC Maintenance
Manual and FAR 43 app. "B" and is Airworthy for Return to Service. End.

Signed Isaac T. Regier A&P3694082 Date 1/23/2024

2/20/2024 Hobbs: 1742.3 N802HM P&WC PT6A-67AG S/N: RD0069 TSN: 1742.3

Emergency AD #: 2024-04-51 DOES NOT Apply to this engine per PT blade PN and SN range. End

Signed Isaac T. Regier Date 2/20/2024
Aero Applicators, Inc. Isaac T. Regier A&P3181485
Sterling, CO. 80751

1/22/2025 Hobbs 1916.2 N802HM P&WC PT6A-67AG S/N RD0069 TSN 1916.2 TSHSI: 914.7
Fuel nozzles cleaned and flow checked by VSE Aviation. Completed Borescope of CT blades and combustion liner.
Removed and replaced Prop Shaft Seal PN: 3121688-01. Changed engine oil and serviced oil and fuel filters. This
Engine has been Inspected for a 100 hr. Inspection with Reference to P&WC M.M. and FAR 43 app. "D"
and is Airworthy for Return to Service. End.

Signed Isaac T. Regier Date 1/22/2025
Aero Applicators, Inc. Isaac T. Regier A&P3181485
Sterling, CO. 80751

ENGINE SERVICE AND

[illegible]

Tail: N802HM

Air Tractor

802

S/N: 802-0146

Cycles: 1,203.0

TT: 1,916.2

Total RIN: 0.0



Due List For: 30000 days

Start Date: 2/3/2025

End Date: 3/26/2107

Hour Meter: 1916.20

STANDARD DUE LIST

Item Description	Type	Life of Part	Assy / Part #	Serial #	Tracked By	Units Remain	Projected Date	Days Remain
Airframe Registration Card	Publication				Date	-	8/31/2027	938
Annual	Inspection				Date	-	1/31/2026	361
100 Hr Inspection	Inspection	100.0			Hours	100.0	5/14/2025	100
Fire Gate E-Dump	Inspection				Date	-	2/28/2025	24
Fire Gate Inspection and Leak Check	Inspection				Date	-	1/31/2026	361
Weight and Balance Due	Inspection				Date	-	1/20/2029	1446
ELT Battery Replacement	Component				Date	-	2/1/2026	362
NOAA ELT Registration	Component				Date	-	1/16/2026	346
Transponder and Pitot/Static Check	Inspection				Date	-	12/31/2026	695
Aft MLG Clamp Block Bolt	Component	3,000.0	NAS154DH59		Hours	1,083.0	1/23/2028	1084
Forward MLG Clamp Block Bolt	Component	3,000.0	NAS156A129		Hours	1,083.0	1/23/2028	1084
Inboard MLG Bolt	Component	3000	NAS158A106		Hours	1,083.0	1/23/2028	1084
MLG Axle Attach Bolts	Component	3000	NAS148-72		Hours	1,083.0	1/23/2028	1084
MLG Spring	Component	3000	40091-3		Hours	1,083.0	1/23/2028	1084
Tail Spring Clamp Block Bolts	Component	3000	NAS148-89		Hours	1,083.0	1/23/2028	1084
Tail Spring Forward Bolt	Component	0.0	NAS1308-34		Date	-	1/31/2026	361
Tail Spring Aft 2 Bolts	Component	3000	NAS154DH-320		Hours	1,083.0	1/23/2028	1084
Tail Spring	Component	3000	40091-6		Hours	1,083.0	1/23/2028	1084
Starter/Generator	Component	500	23078-020		Hours	86.0	4/30/2025	86
Spar Assy. - Fin Rear	Component	20,000.0	30505-1		Hours	18,083.0	8/9/2074	18084
Plate Assy. - Fin Front Spar Attach	Component	20,000.0	30511-1		Hours	18,083.0	8/9/2074	18084

Page 1 of 3

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2/3/2025

Tail: N802HM

Air Tractor

802

S/N: 802-0146

Cycles: 1,203.0

TT: 1,916.2

Total RIN: 0.0



Due List For: 30000 days

Start Date: 2/3/2025

End Date: 3/26/2107

Hour Meter: 1916.20

STANDARD DUE LIST


Item Description	Type	Life of Part	Assy / Part #	Serial #	Tracked By	Units Remain	Projected Date	Days Remain
Compressor Rotor Shaft	Component	24,000.0	3043063	73A507	Cycles	22,417.0	6/20/2086	22417
1st Stage Rotor Compressor	Component	24,000.0	3037001	TX1A2778	Cycles	22,226.0	12/11/2085	22226
2nd Stage Rotor Compressor	Component	24,000.0	3040942	82B937	Cycles	22,226.0	12/11/2085	22226
3rd Stage Rotor Compressor	Component	24,000.0	3040933	TX1A2966	Cycles	22,226.0	12/11/2085	22226
4th Stage Rotor Compressor	Component	24,000.0	3040944	TX1A2861	Cycles	22,226.0	12/11/2085	22226
Centrifugal Compressor	Component	24,000.0	3038698	6H425	Cycles	22,417.0	6/20/2086	22417
Compressor Turbine Disc	Component	8,000.0	3053740-01	A001AC2R	Cycles	6,865.0	11/21/2043	6865
1st Stage Power Turbine Disc	Component	15,000.0	3037312	A001AKTN	Cycles	14,060.0	8/3/2063	14060
2nd Stage Power Turbine Disc	Component	15,000.0	3037313	A001AK17	Cycles	13,537.0	2/26/2062	13537
Propeller Overhaul	Inspection		HCB5MA-3D	HBA1240	Date	-	1/23/2027	718
Prop Governor	Component	3,500.0	3118497-03	13268519	Hours	1,583.0	6/6/2029	1584
Overspeed Governor	Component	3500			Hours	1,583.0	6/6/2029	1584

PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD →					
Sept 2/14	7	3	70	2	
			77	5	
<p>Brandon Flying Club Site 520, Box 18, RR5 Brandon, MB R7A 5Y5 Tel: 204-728-7691 Date: Sept. 2/2014 A/C Reg: C- GJON Propeller s/n : HBA1240</p> <p style="text-align: right;">TAFT: 892.8 hrs A/C Type: AT 802 TSO: 892.8 77.5</p> <p>All Work Carried Out On BFC Work Order 4506. (Propeller Log Entry) Annual inspection carried out as per Air Operator Inspection Program W1859. The Maintenance Described Above Has Been Performed In Accordance With The Applicable Standards Of Airworthiness.</p> <p>AME <u>Tanner</u> Lic No. <u>M326690</u> AMO: <u>187-91</u> Date: <u>Sept. 2/2014</u></p>					

Mar 23/2016	47	1	124	6	
<p>Skyway Aviation Souris, MB 1-204-741-0500</p> <p>C-GJON (AT-802) TSOH: 124.6 Hrs</p> <p>All work carried out on Skyway Aviation WO# SW201605. Annual 100 HR inspection carried out as per Air Operator Inspection Program W1859. The maintenance described above has been performed in accordance with the applicable standards of airworthiness.</p> <p>AME <u>J. Dorian</u> Lic #. <u>M376339</u> AMO# 62-16 Date: Mar. 23/2016</p>					

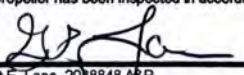
Propeller



LANE AVIATION, INC.
 P.O. Box 432
 Rosenberg, Texas 77471
 PHONE: (281) 342-5451 FAX: (281) 252-5401
 www.laneav.com

July 26, 2017	ACFT: AIR TRACTOR AT-802	IDENT: N802HM	S/N: 802-0146	HOBBS: 903.3	TTAF: 903.3
	ENG: PT6A-67AG	SERIAL NO: PCE-RD-0089	TSN: 903.3	TSOH: N/A	TSHS: N/A
	PROP: HARTZELL	SERIAL NO: HBA1240	TSN: 903.3	TSO: 87.9	


Propeller inspected per Hartzell manual. Nicks filed per mm. Found ok for return to service. See AD compliance listing dated 07/26/17 for applicable AD's. I certify that this propeller has been inspected in accordance with a 100 HOUR INSPECTION and found to be airworthy.


 Grant E. Lane 2088848 A&P

CARRIED FORWARD	
TOTAL THIS PAGE	
TOTAL FROM PREVIOUS SUMMARY	
TOTAL SINCE MFG.	

MAINTENANCE RECORD

5

<div style="text-align: center;">  <p>LANE AVIATION, INC. P.O. Box 432 Rosenberg, Texas 77471 PHONE: (281) 342-5451 FAX: (281) 332-5401 www.laneav.com</p> </div>									
<p>Propeller inspected per Hartzell manual. Nicks filed per mm. Found ok for return to service. See AD compliance listing dated 01/22/2018 for applicable AD's. I certify that this propeller has been inspected in accordance with a 100 HOUR INSPECTION and found to be airworthy.</p> <p><i>[Signature]</i> Grant E. Lane 2088848 A&P</p>									

LICENCE
NUMBER

3/18 Removed prop for overhaul

from 7 Regs

from journey 21 Bergen

AT 718485

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 1187P
4. Organization Name and Address: Redline Propeller, Inc. 1291 North Cedar-Building 7 Akron, Colorado 80720					5. Work Order/Contract/Invoice Number: 198
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	Hartzell Propeller	HC-B5MA-3D	1	HBA1240	OVERHAULED
<p>12. Remarks: Overhauled propeller in accordance with Hartzell Manual 132A, BOM 133C and NPM 202A. Replaced all blades with factory new set (see list below). C/W SB's HC-SB-61-374, Rev. 1, HC-SB-61-313, Rev. 3, SB-137A, HC-SB-61-136, Rev. 1, HC-SB-61-261, Rev. 1, HC-SB-61-294, Rev. 1, NL'S HC-SL-61-177, HC-SL-61-329, HC-SL-61-353, HC-SL-61-61Y, Rev. 11, HC-SL-61-167, HC-SL-61-188, HC-SL-61-244, HC-SL-61-253, HC-SL-61-258, Rev. 1. Blade Model: M11691NS S/N L87363 S/N L87364 S/N L87367 S/N L87368 S/N L87369 TSOH: "0"</p>					
13a. Certifies the items identified above were manufactured in conformity to:			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12		
<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			Certifies that when returned to service in accordance with Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:	13c. Approval/Authorization No.:	13d. Authorized Signature:		14c. Approval/Certificate No.:	
		<i>[Signature]</i>		RA2R296Y	
13d. Name (Typed or Printed):	13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):	
		Daniel M. Jensen		20/APR/201	
<p>User/Installer Responsibilities</p> <p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensure that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>					

FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9003

4/26/18 Hobbs / TAF : 912.1

Prop Hobbs TT: 912.1

Blades TT: 0.0 (New)

Reinstalled overhauled prop and torque and satisfied in accordance with Hartzell manual. Ground run and cycled prop: check = OK

Prop has been found to be in an airworthy condition and is approved for return to service. Issue T Regler from 7 Reg Apr 318485

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.
OR LIFE

PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	→				
8/21/2018	Hobbs	989.2			Removed spinner, inspected hub and blades, reinstalled spinner. Ground check - satisfactory. This propeller has been inspected in accordance with a 120 Htl inspection and found to be in an airworthy condition. Isaac T Regier from 7 Reg Air 2101018
	Hub	989.2			
	Blades	77.1			



FAA Approved Repair Station No. CP2R750K EASA Approved
Pratt & Whitney Canada Designated Overhaul Facility
201 E Airport Rd. Okmulgee, Ok. 74447 Ph: 918-756-7862 Fax: 918-756-3424

Date: December 12, 2018	Tach/Hobbs: 1001.5	Engine Model: PT6A-67AG	Engine S/N: PCE-RD0069	Acft. Reg. No: N802HM
Eng. Total Time: 1001.5	TSOH: NA TSHSI: -0-	Eng Total Cycles: Ref SB 14502R4	Starts: 706 Flights: 1550	Acft. Mod/Ser No: AT-802-0146
<p>Received engine as installed on this aircraft for hot section inspection including fuel nozzle and firewall forward annual. Performed pre-split engine run for performance data. Split engine at C flange for HSI. Removed hot section components. Cleaned and inspected all parts as required. Segments are serviceable and were field ground to achieve acceptable clearance. Lapped all sealing surfaces as required. Assembled components and safetied as required. C/W S.B. 14148 and installed new external scavenge coupling P/N 3103008-01. Inspected 1st stage compressor for FOD, light FOD noted. Blended FOD. Inspected oil filter, P3 filter, fuel pump outlet filter and chip detectors for debris, none noted. Ops checked chip detectors. Installed exchange set of fuel nozzle assemblies. Inspected and functional checked ignition system, replaced 1ea igniters. C/W S/L 170 on the A/C. Performed compressor wash. Purged prop with Aeroshell #5. C/W firewall forward annual using Air Tractor annual inspection check list. Borescoped AGB and RGB for corrosion per customers request due to age of engine. Serviced engine with 2380 turbine oil. Ground run and leaked checked engine with results satisfactory. Balanced prop using aces pro balancer 2020 Hr analyzer to .04 IPS @ 189 degrees. All work done in accordance with manufactures manuals or other applicable data.</p> <p>MAINTENANCE RELEASE: This certifies that the work specified above was carried out in accordance with Federal Aviation Regulations and current manufacturer's specifications. In respect to the work performed, the <u>engine</u>/component is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No: 221853</p> <p>Authorized Signature: <i>Isaac T Regier</i> Date: December 12, 2018 COVT056 (Rev0 06-99)</p>				

N802HM Butterfly Aviation, Inc., Goodland, KS
Date: 01/10/2019. Hobbs: 1002.0. PTOH: 90. New blades installed at time of O/H. Inspected blades, hub, backing plate and spinner. Inspected mounting bolts for security. No Ad's due at this time. I certify this prop has been inspected in accordance with 100hr/annual inspection and determined to be in airworthy condition.
Duane D. Schaal AP34313571A *Duane D. Schaal*

N802HM AFTT&ETT: 1018.0 PTOH: 106.0
Date: 1-24-2019

Corrected DOI/OAS discrepancy. Lightly blended propeller blade nick. Painted flat black. Propeller approved for return to service.

Isaac T Regier A&P 3181485 *Isaac T Regier*

CARRIED FORWARD

TOTAL THIS PAGE

TOTAL FROM PREVIOUS SUMMARY

TOTAL SINCE MFG.

MAINTENANCE RECORD

6

wo: WO_2019_108

Propeller - page 1 of 1



Hangar 1 Inc - 721 Airport Rd - Greeley, Colorado 80631 - 970-356-3430

N802HM

Hobbs: 1036.8

Hartzell, HC-B5MA-3D, S/N: HBA1240
PTSN: 1036.8 PTSO: 124.8

February 18, 2020

Performed annual inspection in accordance with 14 CFR part 43 appendix D and Hangar 1 Annual Task Card. Removed and cleaned beta arm, removed, cleaned and inspected beta valve plunger. Plunger o-ring found nicked, replaced o-ring. Lubricated and reinstalled all parts. Work performed IAW AT SL# 172. Lubricated propeller hub.

I certify this propeller has been inspected in accordance with and Annual Inspection and is Airworthy at this time.

Samuel Brailsford A&P / IA 3411060

8/28/2020 Hobbs 1115.8 N802HM Hartzell HC-B5MA-3D This Propeller has been inspected for a 100 hr. Inspection with reference to Hartzell Manual 139 and FAR 43 app. "D" and is Airworthy for Return to Service.

AEP 3694082

1. Approving Civil Aviation Authority/Country: United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 21-49862																													
4. Organization Name and Address: Rocky Mountain Propellers, Inc. 2865 Airport Drive Erie, Colorado 80516					5. Work Order/Contract/Invoice Number: 21-49862																													
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:																													
1	Hartzell Propeller	HC-B5MA-3D / M11691NS	1	HBA1240	Overhauled																													
12. Remarks:																																		
<p>Overhauled propeller in reference to Hartzell Service Manual #132A, Rev. 22, and other supporting documents. Complied with Service Letters thru HC-SL-61-366, Service Bulletins thru HC-SB-61-374, Rev. 1, and AD's thru 2008-14-12. Next Overhaul Due: 3000 hours or 36 calendar months, whichever occurs first.</p> <table border="0"> <tr> <td></td> <td>Propeller</td> <td>TSN</td> <td>TSO</td> </tr> <tr> <td></td> <td>Hub S/N - HBA1240</td> <td>1134.2</td> <td>0.00</td> </tr> <tr> <td></td> <td>Blade # 1 - L87363</td> <td>222.1</td> <td>0.00</td> </tr> <tr> <td></td> <td>Blade # 2 - L87364</td> <td>222.1</td> <td>0.00</td> </tr> <tr> <td></td> <td>Blade # 3 - L87367</td> <td>222.1</td> <td>0.00</td> </tr> <tr> <td></td> <td>Blade # 4 - L87368</td> <td>222.1</td> <td>0.00</td> </tr> <tr> <td></td> <td>Blade # 5 - L87369</td> <td>222.1</td> <td>0.00</td> </tr> </table>								Propeller	TSN	TSO		Hub S/N - HBA1240	1134.2	0.00		Blade # 1 - L87363	222.1	0.00		Blade # 2 - L87364	222.1	0.00		Blade # 3 - L87367	222.1	0.00		Blade # 4 - L87368	222.1	0.00		Blade # 5 - L87369	222.1	0.00
	Propeller	TSN	TSO																															
	Hub S/N - HBA1240	1134.2	0.00																															
	Blade # 1 - L87363	222.1	0.00																															
	Blade # 2 - L87364	222.1	0.00																															
	Blade # 3 - L87367	222.1	0.00																															
	Blade # 4 - L87368	222.1	0.00																															
	Blade # 5 - L87369	222.1	0.00																															
<p>A complete description of work performed is on file at the above referenced organization under the work order and system tracking reference number indicated in blocks 3 and 5. Notice: An Airworthiness Directive may apply to the article(s) described hereon. The installer is responsible for ensuring complete compliance with any applicable Airworthiness Directives. "Certifies that the work specified in block 11 / 12 was carried out in accordance with FAR Part-145 and EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Approval Number: EASA.145.4827"</p>																																		
13a. Certifies the items identified above were manufactured in conformity to:			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12																															
<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12			Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title, 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.																															
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:																												
						FR6R545N																												
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):																												
				Dave Hampel		05 Feb 2021																												
User/Installer Responsibilities																																		
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.																																		

FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.
OR LIFE

PROPELLER SERVICE AND



PECTIONS,
I AS REQUIRED FOR COMPLETE

DATE: 3-19-2021 HOBBS/TT: 1134.2 INSTALLED PROPELLER AFTER
WORK BY ROCKYMOUNTAIN PROPELLERS AS PER MANUAL. SAFETY AND
LEAK/OPS CHECK OK. ---END---

[Signature]

STEVEN R RICE A&P 2822642

N802HM

N802HM PTT: 1233.3 TSOH: 99.1 Date: 6-10-2021

Completed 100 Hr inspection in accordance with Manual. Task Card
802HM61021 contains greater detail. Post Inspection run- Satisfactory.
Propeller is approved for return to service.

Isaac T Regier A&P 3181485

[Signature]

N802HM Hobbs: 1275.5 PTT: 1275.5 TSOH: 141.3

Date: 11-18-2021

Completed 100 Hr inspection in reference to Hartzell Propeller Owners
Manual 139 and FAR 43 App. D. AD's C/W at last prop OH. Post
Inspection run- Satisfactory. Propeller is approved for return to service.

Isaac T Regier A&P 3181485

[Signature]

6/28/2022 Hobbs: 1359.3 N802HM HC-B5MA-3D

Propeller has been inspected for a 100Hr. inspection with
reference to Hartzell Manual 139 and FAR 43 app. D. No
AD's due. This propeller has been found to be in an
airworthy condition and is approved for return to service.

A&P 3181485 Isaac T. Regier

[Signature]

2/1/2023 Hobbs 1502.5 N802HM Hartzell HC-B5MA-3 S/N HBA1240 TSN 1502.5 TSMOH: 368.3
Inspect blades, hub, spinner and bulkhead. Serviced with NYCO 3058 grease. This Propeller has
been Inspected for a 100 hr. Inspection with Reference to Hartzell Manual 139 and FAR 43 app. "D" and is
Airworthy for Return to Service. End.

Signed *[Signature]*
Aero Applicators, Inc.
Sterling, CO. 80751

Isaac T. Regier

Date 2/1/2023

A&P3181485

TOTAL THIS PAGE

TOTAL FROM
PREVIOUS SUMMARY

TOTAL
SINCE MFG.

MAINTENANCE RECORD

7

REPAIRS, ADJUSTMENTS, MODIFICATIONS
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

6/26/2023 Hobbs 1588.4 N802HM Hartzell HC-B5MA-3 S/N HBA1240 TSN 1588.4 TSMOH: 454.2
Inspect blades, hub, spinner and bulkhead. Serviced with NYCO 3058 grease. This Propeller has
been Inspected for a 100 hr. Inspection with Reference to Hartzell Manual 139 and FAR 43 app. "D" and is
Airworthy for Return to Service. End.

Signed Isaac T. Regier
Aero Applicators, Inc.
Sterling, CO. 80751

Isaac T. Regier

A&P3181485

Date 6/26/23



PRECISION PROPELLER SERVICE

4777 W AERONCA ST. BOISE, IDAHO U.S.A. 208-344-5161

Make: Hartzell Model: HC-B5MA-3D S/N: HBA1240 TT: Not provided TSOH: -0-

DESCRIPTION OF WORK ACCOMPLISHED

Overhauled and reconditioned in accordance with Hartzell S/M's 132A-R26, 133C-R45, 202A (Volumes 1-R65, 2-R33, 4-R35, 5-R35, 6-R38, 7-R54, 8-R37, 9-R33, 10-R38, 11-R38). Made visual, dimensional, magnetic particle, and liquid penetrant inspections of all parts. Etched and penetrant inspected blade shanks and pilot bores. Eddy current inspected blade balance holes. Inspected blade shanks for conformity on optical comparator. Recountoured blade leading edges and tips and reconditioned blades. Checked blade width and thickness. Set angles and face alignment. Cold rolled blade shanks. Shot peened blade airfoils. Anodized and painted blades. Cadmium plated steel parts. Assembled prop with new seals. Set angles, track, and balance. Safety wired. Complied with S/B 136-RI, 137A, 374-RI. S/I 169. S/L 167, 188, 217, 258-R1, 270, 351, 362. Blade Design M11691NS. Blade S/N's L87363, L87364, L87367, L87368, L87369.

MAINTENANCE RELEASE

The work and/or inspection of the part or parts identified heron has been done in accordance with current Federal Aviation Administration Regulations and was found to be airworthy. Pertinent details of the repair are on file at this repair station under Work Order No: 42058 Dated: 12/Dec/2024

Signature of authorized person

Blaine Perkins

F.A.A. CERTIFIED REPAIR STATION NO. FG6R375D

1/23/2024 Hobbs 1734.4 N802HM Hartzell HC-B5MA-3A S/N HBA1240 PTT 1734.4 TSO 0.0
Installed Propeller on N802HM I.A.W. Air Tractor Owners Manual and Hartzell Manual 139. This
Propeller has been Inspected for a 100 Hr. Inspection with reference to Hartzell Manual 139
and FAR 43 app. "D" and is Airworthy for Return to Service. End.

Signed

Isaac T. Regier

A&P3694082

Date 1/23/2024

1/22/2025 Hobbs 1916.2 N802HM Hartzell HC-B5MA-3 S/N HBA1240 TSN 1916.2 TSMOH: 181.8
Inspect blades, hub, spinner and bulkhead. Serviced with NYCO 3058 grease. Installed new Carbon block. Installed
new prop flange bolts and O-ring due to prop removal and reinstall for engine prop shaft seal replacement. Bolts
torqued and saftied. This Propeller has been Inspected for a 100 hr. Inspection with Reference to Hartzell Manual
139 and FAR 43 app. "D" and is Airworthy for Return to Service. End.

Signed Isaac T. Regier
Aero Applicators, Inc.
Sterling, CO. 80751

Isaac T. Regier

A&P3181485

Date 1/22/2025

PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD					
<p>2/5/2025 Hobbs: 1925.6 N802HM SN: 802-0146 AFTT: 1925.6 Dynamic Balance propeller IAW Chadwick Smooth Propeller Instructions to 0.03 at 139 degrees.</p> <p>Signed <u>[Signature]</u> Date <u>2/5/2025</u> Aero Applicators, Inc. Isaac T. Regier A&P3181485 Sterling, CO. 80751</p>					
<p>6/11/2025 Hobbs 1957.0 N802HM Hartzell HC-B5MA-3 S/N HBA1240 TSN 1957.2 TSMOH: 222.6 Inspect blades, hub, spinner and bulkhead. Serviced with NYCO 3058 grease. This Propeller has been Inspected for a 100 hr. Inspection with Reference to Hartzell Manual 139 and FAR 43 app. "D" and is Airworthy for Return to Service. End.</p> <p>Signed <u>[Signature]</u> Date <u>6/11/25</u> Aero Applicators, Inc. Isaac T. Regier A&P3181485 Sterling, CO. 80751</p>					
CARRIED FORWARD					
TOTAL THIS PAGE					
TOTAL FROM PREVIOUS SUMMARY					
TOTAL SINCE MFG.					