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## SERVICE LETTER 209

### Fire Boss AT-802 (Two Seater) Removal of Fixed Ballast

<b>Aircraft Makes/Model(s):</b>	<b>Float Model(s):</b>	<b>Compliance:</b> Optional	<b>By:</b> MAS
Air Tractor AT-802 Only (Two Seater)	10000A	<b>Part Number:</b> 1011926	<b>Approved:</b> DRH
		<b>Date:</b> Pending	<b>Revision:</b> B

### LOG OF REVISIONS

Revision	Description	Date
A	Initial release	7/1/2021
B	Updated Work Instructions, Table 1, and Figure 2 to address steel ballast plates.	12/9/2024

FAA approval has been obtained for technical data in this publication that affects STC or TSO design compliance.

#### EFFECTIVITY:

This service letter applies to Air Tractor model AT-802 only (Two Seater) with Wipline 10000 Amphibian Floats installed per STC SA01795CH.

#### COMPLIANCE:

Optional compliance

#### BACKGROUND:

Recent revisions of the fire gates are lighter, shifting aircraft balance forward. This service letter provides the option to remove one or both of the plates bolted to the underside of the forward ballast assemblies.

#### COMPLIANCE METHOD:

Remove parts as shown in the Work Instructions section of this service letter.

#### APPROXIMATE SHOP HOURS:

The work instruction for this service letter will take approximately 1 labor hour.

#### WARRANTY INFORMATION:

This service letter does not include warranty for labor and parts.

#### TECHNICAL DATA:

Copies of this service letter, associated service kit (if applicable), float service manual, and float parts manual are available at [www.wipaire.com](http://www.wipaire.com).

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## Work Instructions

**NOTE:** These instructions account for ballast assemblies using both lead and steel weights. For converting lead ballast assemblies to steel ballast assemblies, refer to Service Letter 267.

1. Temporarily remove forward ballast assemblies from floats by removing (14) pan head screws and (6) countersunk screws per float. Remove retaining pin as needed to access screw heads. Reference Figure 1.
2. Remove the fixed ballast plates from bottom of assembly by removing (16) AN3 bolts. Reference Figure 2.
3. Either:
  - a. Re-fasten the thicker ballast plates using red Loctite (or equivalent) and hardware shown in Table 1. The longer bolts are used closest to the center, screwing into the two ribs which form the bay for the center removable ballast plate.
  - b. Remove both the thick and thin ballast plates from aircraft. New hardware not required.
4. Reinstall both forward ballast assemblies using (14) pan head screws and (6) countersunk screws per float. Reinstall retaining pin, if removed.

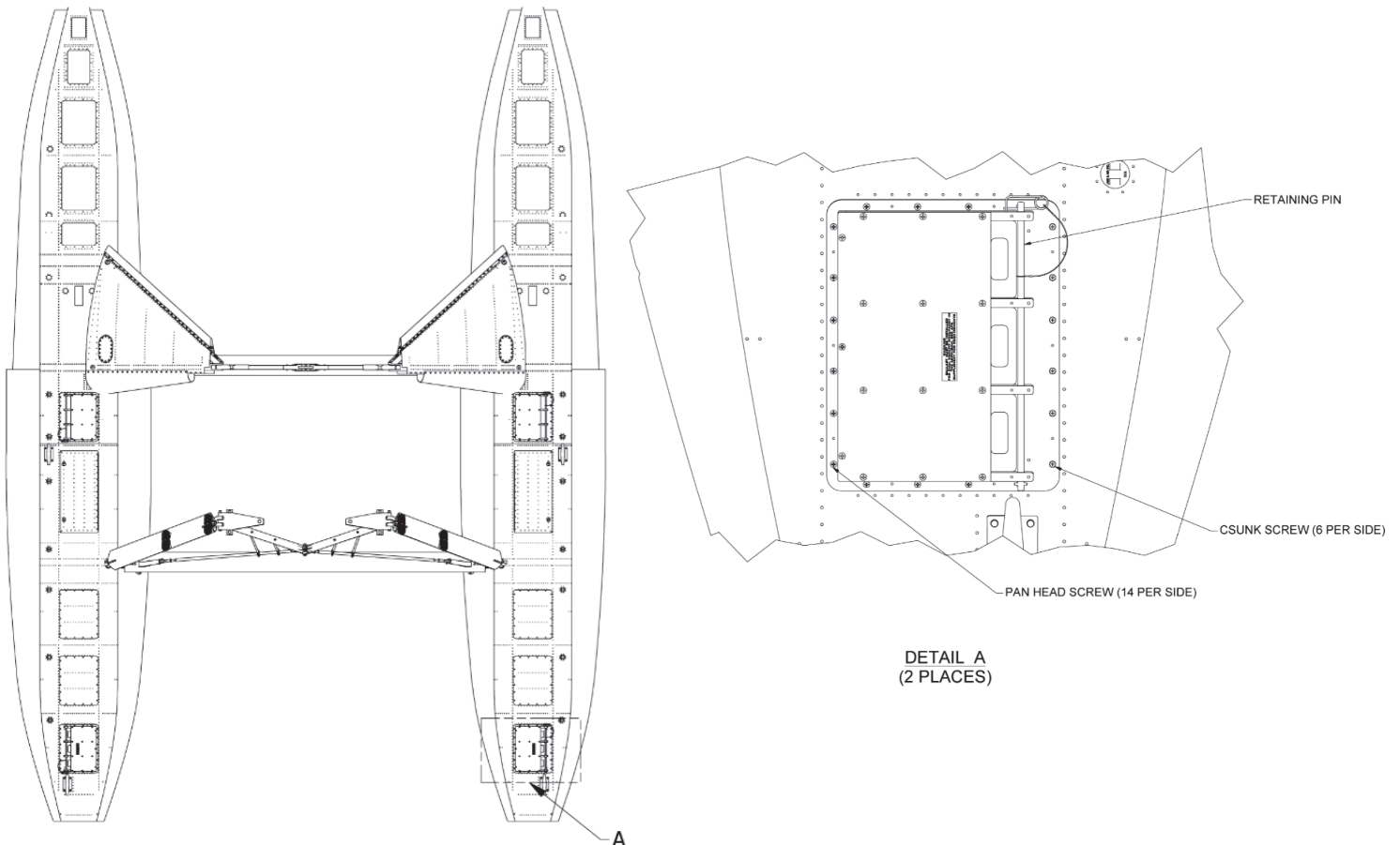
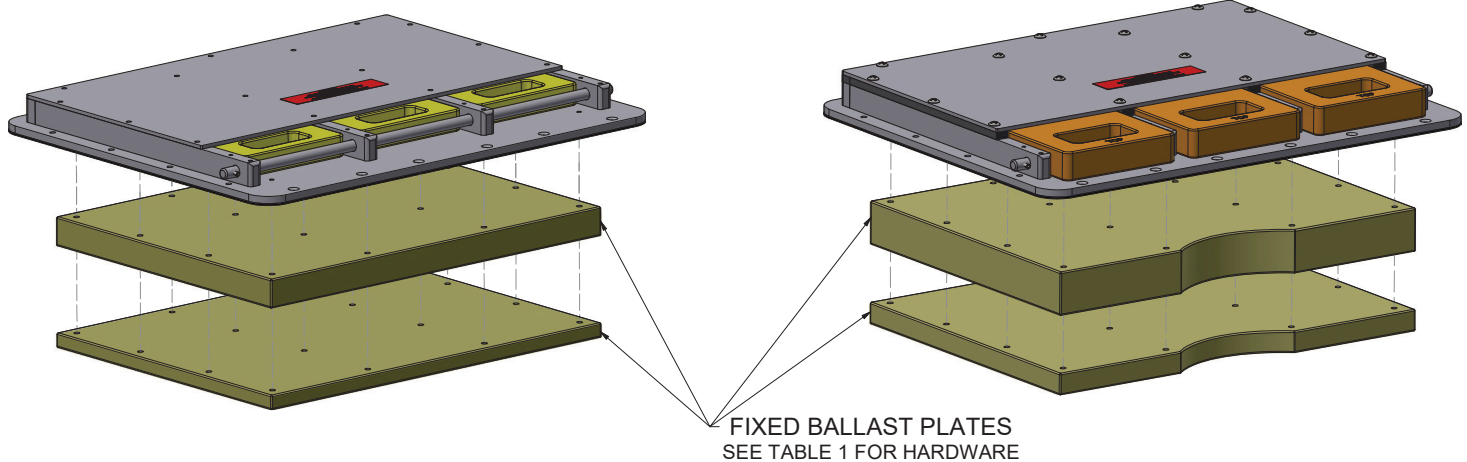


Figure 1

BALLAST ASSEMBLY - LEAD WEIGHTS

BALLAST ASSEMBLY - STEEL WEIGHTS



**Figure 2**

Configuration	Weight change	Arm*	Hardware
Original (both plates)	-	-	Lead: (8) AN3-16A, (8) AN3-21A Steel: (8)AN3-24A, (8)AN3-27A
Remove thinner plate Lead: 1/2" thick Steel: 3/4" thick	-65.4 lbs (32.7 lbs per float)	-92 inches	Lead: (8) AN3-12A, (8) AN3-15A Steel: (8)AN3-16A, (8)AN3-21A
Remove both plates	-196 lbs (98 lbs per float)	-92 inches	None

\* Datum = leading edge of wing

**Table 1**

## Aircraft Closing & Return to Service

1. Aircraft weight and balance to be recalculated based on Table 1.
2. Upon completion, enter information in Aircraft Logbook for completion of Wipaire Service Letter 209.

**Note:** Any ballast plates removed via this service letter can be added back as needed for weight and balance per the applicable POH supplement.