

Greetings from Oshkosh Airport Products!

Welcome to the latest edition of the Oshkosh News Tracker. We recently returned from the 23rd Annual ARFF Working Group (ARFFWG) Conference. It was great to see so many familiar faces, and to listen to and participate in many interesting presentations and workshops. The value that this non-profit organization provides to enable those in the ARFF industry to share information and ideas cannot be overestimated. At Oshkosh, we are proud to be ARFFWG members, and to provide support – in the form of resources and personnel time – to this vital group.

We continue to see momentum for the new Striker platform. Be sure to read about our recent contract and delivery to Changshui International Airport in China. It is gratifying to see the new generation Striker become the ARFF vehicle of choice at more and more of the world's top airports.

Also, don't miss the News Tracker customer profile; it goes to the heart of our mission to provide outstanding products that perform under the toughest conditions. In this case, the customer is Teck Resources Limited and the location is above the Arctic Circle in Northwest Alaska.

We wish each of you a safe, enjoyable, and successful season. And we thank you for everything you do to keep airports open and to protect air travelers.



Jeff Resch

Vice President and General Manager
Oshkosh Airport Products



One of two Oshkosh Striker vehicles at the new Kunming Changshui International Airport



RED DOG'S STRIKER: At Home Above the Arctic Circle

Where it's too far north for trees and minus 40°f is the norm

Teck's Red Dog Operations are located in Northwest Alaska. It is one of the world's largest producers of zinc concentrate. The mine was developed under an innovative operating agreement between the NANA Regional Corporation, Inc. (NANA), an Alaska Native Corporation owned by the Inupiat people of Northwest Alaska, and Teck Alaska Incorporated, a U.S. subsidiary of Teck Resources Limited, a diversified mining company headquartered in Vancouver, Canada. Teck is a significant producer of copper, steelmaking coal, zinc and specialty metals, and has interests in several oil sands development assets.

Heading up Red Dog's emergency response team is Bob Chandler, who has worked at the facility for the better part of sixteen years. "I am the emergency response chief and, as such, I am in charge of fire, medical, and HazMat response. Anything you can think of regarding an emergency – I'm in charge of that!" exclaims Chandler.

The mine is a self-contained facility that swells to 500 seasonal residents during the summer. "We're our own little city here," states Chandler. "We've got our own power generating system, and we recycle, treat and manage all of our waste products," he continues, "because protecting the environment is a major priority at Red Dog."

The facility has a dedicated 5,800-foot paved north/south runway that serves as a lifeline for supplies and crew changeovers that are regularly scheduled throughout the year. "We get the 737-400's in here on a consistent basis and," Chandler says, "depending on the day, they arrive in either a cargo or a passenger configuration."

The newest member of Red Dog's emergency response team is an Oshkosh Striker 1500 that arrived this summer after being shrink-wrapped in Seattle and shipped north on a barge. Other apparatus in the fleet include a structural fire-fighting engine, a full rescue truck, an ambulance, two snow machines for winter rescues, two four wheelers for summer rescues, a king cab four wheeler and a Ranger six wheeler.

Why the Striker 1500? "We had a used crash truck that we purchased in 2005 to meet our index for the airport," said Chandler. "We found we were spending way too much money on maintenance and parts. And, oftentimes, all we could find were rebuilt parts that were not up to the task. Our management became convinced that it was time for a new ARFF truck." – *Continued next page*



RED DOG (continued)

“We considered multiple manufacturers, and even explored those that offered refurbished vehicles – but I didn’t want to get into a situation similar to what we were currently experiencing,” explains Chandler.

The ARFF requirements for Red Dog start with a vehicle that will reliably perform in extreme temperatures. On its regular rounds, the Striker leaves its station and drives five miles to the airport where it operates on standby for 45 minutes before the plane lands, and remains there for 15 minutes after departure. “I told Oshkosh we needed a winterization package that would keep the truck working at 40 below for a minimum of two hours,” recalls Chandler.

Oshkosh understands the requirements of building severe duty vehicles that perform under the toughest conditions. In the case of Red Dog, the winterization package is very robust. It starts with a dedicated 60,000 BTU heater that runs off the chassis engine. All of the vehicle’s compartments are enclosed, and each has its own heating elements and fan that circulates warm air. In addition, the entire underside of the Striker is enclosed (except for the under truck nozzles and driveline) and kept warm by the heater. Lines to the firefighting nozzles are even heated.

The Red Dog Striker is equipped with both a roof and bumper turret. “And we have an enclosed structural package on the left side for the engineer so that we can use our Striker in tandem with our engine,” adds Chandler. “If we need another 1500 gallons of water, we have the flexibility to run a line directly over from my engine to the Striker.”

Support before, during, and after the sale is critically important when your airport is surrounded by tundra teeming with grizzly bears, black bears, moose caribou, foxes, wolves, and porcupines. “Working with the Oshkosh team is great,” Chandler says. “They are very knowledgeable about the product and receptive to our questions.”

During the entire process, the communications lines were always open. “Over a period of six to eight months, we were informed on the status of our truck: where it was in the production line, and any minor changes that needed to be made,” Chandler recalls.



Pair of New Strikers to Changshui International Airport

Kunming Changshui International Airport (IATA: KMG, ICAO: ZPPP), or New Kunming Airport, is the primary airport serving Kunming, the capital of Yunnan Province, China. The airport is located 24.5 km (15.2 mi) northeast of the city center. It replaced the old Kunming Wujiaaba International Airport.

As a gateway to Southeast and South Asia, Kunming Changshui International Airport is a hub for China Eastern Airlines, Kunming Airlines, and Lucky Air. A total of 17 airlines will operate flights in and out of the airport.

A pair of new Oshkosh Striker vehicles is on duty to support the airport with state-of-the-art ARFF capabilities. One of the vehicles features a 20m Snozzle® High Reach Extendable Turret (HRET), which allows for excellent above and below grade performance and a superior standoff distance.



The new airport, built with a total investment of \$3.6 billion, has two runways and is expected to handle 38 million passengers annually.

IN THE NEWS

Oshkosh Stinger Q4 RIVs Headed for BP Facilities

The Oshkosh Fire & Emergency segment has delivered ten vehicles to British Petroleum (BP), including four Oshkosh® Stinger Q4™ Rapid Intervention Vehicles. The delivery also featured four Pierce® industrial pumps, one Pierce Sky-Boom™ aerial water tower, and an IMT field service vehicle. Two of the units are bound for oil terminal facilities in Azerbaijan, while the remaining eight are headed for BP facilities in Iraq.

“When purchasing new emergency response vehicles for a terminal or oilfield operation, our priorities include functionality, mobility, and firepower – and not necessarily in that order,” explains John Coates, Emergency Response Specialist for BP’s AGT Region in Azerbaijan. “The team at Oshkosh and Pierce provide very capable and innovative vehicles that meet our specifications, as well as excellent service and parts support after the sale.” – *Continued last page*



Four Oshkosh Stinger Q4 RIVs (lower left) were delivered to BP facilities.

RECENT DELIVERIES



Norfolk International Places Striker on Duty

The Norfolk International Airport in Norfolk, Va., recently took delivery of this Striker 3000. The vehicle features TAK-4® independent suspension, an Oshkosh roof turret with a nozzle flow rated at 625/1250 GPM, a low attack bumper turret, a dry chemical system, the Oshkosh rear steering system, and a MADAS data logging system.

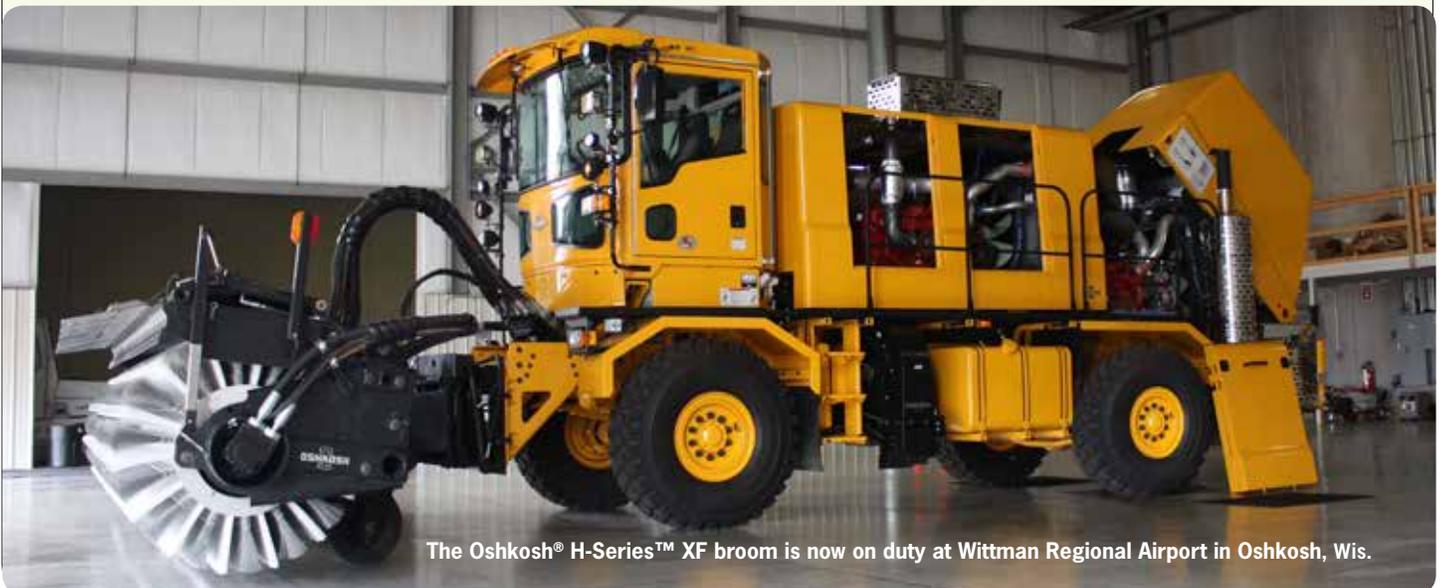
H-Series XF Broom to Wittman Regional Airport

The first Oshkosh® H-Series™ XF snow removal broom was placed into service at Wittman Regional Airport in Oshkosh, Wis. The new XF broom, unveiled in April at the Aviation Snow Symposium, will be used year round to keep the airport's runways clear of snow and debris. "Oshkosh has an excellent reputation for reliability and performance, and we are extremely pleased to add this unit to our fleet of maintenance vehicles," said Peter Moll, airport director at Wittman Regional Airport. "Fast and efficient snow and debris removal is a top priority for our airfield operations, and the new Oshkosh XF broom will greatly enhance our capabilities."

The new H-Series XF front mounted broom features a number of industry-leading technologies, including the

innovative SIB cassette brush system. The SIB cassette brush system boasts easier operation and less vibration, and it minimizes bristle changing time and labor costs. Other advanced technologies on the H-Series XF include an available active weight transfer system, which keeps weight on the front axle for improved performance of the chassis and broom.

The standard Oshkosh Command Zone™ advanced electronics system helps provide a new level of operator control. The unit is electronically configured to meet the specific requirements of each airport. The Oshkosh XF broom is available in a 46-inch diameter and 18-, 20-, and 22-foot lengths. Service and support is offered through the Oshkosh network of snow removal dealers.



The Oshkosh® H-Series™ XF broom is now on duty at Wittman Regional Airport in Oshkosh, Wis.

Oshkosh Stinger Q4 RIVs (continued) “The Stinger Q4 Rapid Intervention Vehicle is engineered to provide a great deal of firefighting capability in a compact package,” says Jeff Resch, Oshkosh Airport Products vice president and general manager. “BP is an excellent case study in how this platform is built for performance, and we’re proud to have been selected along with other Oshkosh brands for this important contract.”

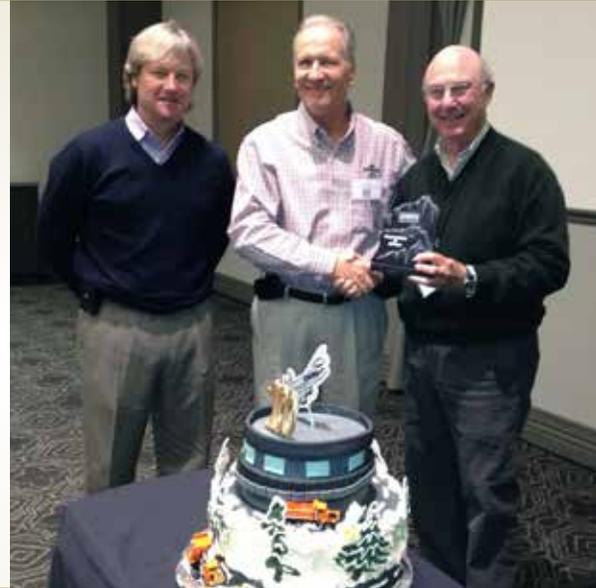
The four Oshkosh Stinger Q4 Rapid Intervention Vehicles are compliant with NFPA 414 and 150/5220-10E performance specifications and feature a four-door cab, aluminum body construction and 4x4 all-wheel drive. The Stinger Q4 is available with a dual agent handline nozzle, and a front bumper turret.

O.J. WATSON CELEBRATES 100TH ANNIVERSARY.

Oshkosh Airport Products and its team of dealers were on hand in Denver to celebrate the O.J. Watson Equipment

100th Anniversary. This important milestone is a testament to company founder Oscar J. Watson and those who have followed in his footsteps. Dick Eckrich purchased the company in 1988. Today it remains a locally owned, family-run business dedicated to customer service. Congratulations to a great organization on 100 years of performance and a bright future!

Jeff Resch, Oshkosh Airport Products vice president and general manager, shakes hands with O.J. Watson Equipment president Dick Eckrich (right). At left is vice president Mark Eckrich.



O N L I N E

What's the Snow Difference?

Thanks to everyone for their feedback and support of our website. In case you haven't seen it, be sure to download and read a copy of our Snow Trucks brochure. It's 24 pages long and packed with up-to-date features and product specs. You can download your own copy here:
<http://www.oshkoshairport.com/en/SnowTrucks/Snow-Difference.aspx>

And watch footage of Oshkosh Snow vehicles in action here:
<http://www.facebook.com/OshkoshSnow/videos>



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