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Sweeping Changes: New Oshkosh® H-Series™ Chassis Gets Its First Broom

The Oshkosh® H-Series™ chassis with an 18-foot broom attachment is helping sweep in a new age in snow removal. And Guy DeCristofaro, Manager of Field Maintenance at the T.F.



Guy DeCristofaro

Green Airport in Providence, is one of the first adopters.

T.F. Green serves close to six million passengers a year. And it's been on the cutting edge since more than 150,000 people attended an early aviation show there in 1931. This busy commercial

airport is also proud of its service as an Air Force training base in World War II.

Oshkosh has long been a part of that history. DeCristofaro notes that the airport has "a 1986 H-Series blower that is still running in good condition. I consider it to be one of the best snow blowers we have." That's no small compliment, given that his team has forty personnel and close to forty pieces of equipment.

DeCristofaro particularly appreciates the durability and reliability of Oshkosh products. But as happy as he is with his twenty-year-old workhorse, he's even more enthusiastic about the new H-Series cab, which he first saw as a prototype.

His team appreciates 40% more window glass and no corner posts as well as the flat panel-screen display featuring Command Zone®

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Featured Deliveries



The **Fort Dodge Regional Airport** takes delivery of an Oshkosh® MPT-Series™ truck. This unit features a 315 HP Cummins® ISC 8.3L engine, Allison® RDS 3066 Automatic Transmission, 20,000 lb Oshkosh® front axle, and 23,000 lb rear axle. As well as an 18' Oshkosh Snowplow, Oshkosh Universal Hitch and 16' Power Broom and Air Blast System. For more information contact: Tom Carle tcarle@oshtruck.com.



The **Decatur Airport** recently took delivery of a Striker® 3000 ARFF vehicle. The apparatus features a SNOZZLE® extendable turret, forward looking infrared (FLIR) camera and 450 lb. "Purple K" chemical agent system. The vehicle also features TAK-4® independent suspension, a 3,000 gallon water tank and a full 17 inches of ground clearance. For more information contact: Tom Carle tcarle@oshtruck.com.

Meet Tim Kiefer...

It is a great time to be at Oshkosh Truck and I am excited to assume a leadership role in Oshkosh Truck's Airport and Municipal Products group. My decision to join the Oshkosh Truck team was driven by its outstanding reputation and unique ability to offer high quality, innovative, dependable and relevant products to the markets we serve.

It's the people at Oshkosh Truck that have impressed me the most during my short, four month tenure with the Airport and Municipal Products group. Standing behind every vehicle we build are dedicated employees: skilled truck builders, expert engineers, experienced sales and customer service staff, and dedicated dealer personnel. Our vehicles are made of aluminum and steel, but our dedicated employees put their hearts into every vehicle they build.



*Tim Kiefer, Vice President,
Oshkosh Truck's Airport and
Municipal Products Group*

My background entails over twenty years of commercial vehicle industry experience at both the OEM and dealer levels. My top priority in my new role is to listen to you, our customers, to ensure that we are meeting your diverse and changing needs. I am an advocate of candid and open communication and trust that you will feel comfortable sharing your thoughts on how we can improve going forward. Our common goal and number one objective remains: to provide our loyal customers with innovative products delivered with the highest possible level of professionalism and after-purchase support in every transaction.

Looking down the road, I assure you that we will not sit idle reveling in our past successes. As the industry leader we have an obligation to continually challenge the status quo and out-perform our past efforts on every level, with every customer, with every vehicle and in every aspect of our after-purchase support.

I look forward to meeting each and every one of you in the near future to personally "thank you" for making Oshkosh your vendor of choice as well as to listen and learn how we can bring added value to your organization well into the future.

Tim Kiefer

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1952 Oshkosh Snow Truck Responds to Legendary Storms of 2007

This 1952 Oshkosh snow chassis from Scriba, N.Y. powers a snow blower to cut back snow banks last February. Over an 11-day period that month the area received close to 12 feet of snow. According to Highway Superintendent Brad Coe, the Oshkosh truck remains a front line piece of equipment in this area known for its punishing Lake Effect snows. "Over this recent stretch, the Oshkosh blower has been running anywhere from 4-8 hours each day, usually on the town highways." The town purchased the truck in 1974 and it has been on the job ever since.

www.oshkoshtruck.com

web news

Look for recent vehicle deliveries on our web site at www.oshkoshtruck.com/airportmunicipal. You'll see Oshkosh snow removal and ARFF vehicle photos and a background on each truck. You can also download a feature story from Jane's Airport Review on Atlanta's Hartsfield International Airport and its purchase of 10 Striker ARFF vehicles.





The Accelerated Class: Daytona International

The department's first unit was a Striker 3000 ARFF vehicle with a SNOZZLE® extendable turret. For its second unit, it selected a Striker 1500 ARFF vehicle with a MADAS unit. Both units carry chemical and foam systems.

The Daytona Beach International Airport (DBIA) has some famous neighbors: the Kennedy Space Center is nearby and the Daytona International Speedway is next door. Captain Rhett Bradley, who is fleet manager of Daytona's ARFF team, believes this bustling airport may be the third busiest in the country on race weekend. During space shuttle missions, DBIA serves as an alternative landing strip.

But even back before WWII, when the signage consisted of a painted surf board and the airport was managed by a zookeeper who brought his animals with him, Daytona still kept some pretty fast company. The first twin-engine aircraft ever flown left the ground here.

As the home of Embrey Riddle Aeronautical University as well as several other small aeronautical schools, the airport is very busy year round. Bradley explains that his "ARFF team consists of six personnel on-duty each day, with three assigned to an engine company...The other three respond to airfield emergencies in three ARFF vehicles. All of our firefighters are state certified firefighter/EMT's, with at least one Paramedic on duty each shift. An assignment to the ARFF Team means several hours of intense training before being released to drive and operate on the airfield."

When you're in charge of rescue for a busy airport whose clientele includes both students and astronauts, you tend to have high standards. Bradley, a line officer whose responsibilities also include equipment and apparatus, reports "Other departments bragged to us



about their Oshkosh ARFF units, and we were dying to try one. After a demo, we set our sights on nothing but a Striker vehicle."

"Our Strikers are fully-equipped units with safety items such as rear view cameras and non-emergency lights. The cabs are ergonomic and laid out exactly the same from truck to truck so no time is wasted. We have installed both chemical and foam systems on each unit."

Bradley looked for firefighting capabilities and safety, selecting a Striker 3000 ARFF vehicle with a SNOZZLE® extendable turret for the department's first new truck. He also insisted that, for the crew, "visibility was key. As we like to put it, instead of the goldfish looking out of the bowl, **we** are the bowl."

He didn't think off-road performance would be a major criteria. "However, when we tested the unit at final inspection, our entire team was impressed with the performance and ride of the Striker vehicle. As we went over the river and through the woods, I never spilled a drop of coffee."

Bradley also places a high degree of importance on manufacturer support after the sale, "We had issues with the manufacturer of our previous unit getting parts for repair, and continuously getting them to come and do service work. Since we have gone to the Oshkosh ARFF unit, our issues have been very limited, and the service has been outstanding. The entire Oshkosh team has been extremely cooperative and works diligently to reduce down time.

Upcoming Events

- ARFFWG Aircraft Cargo Conference: Memphis, TN, April 10-13
- FAA Northwest Regional Airports Conference: Seattle, WA, April 16-18
- FDIC/ARFFWG Regional Conference: Indianapolis, IN April 16-21
- International Snow Symposium: Buffalo, NY. April 22-25
- Wisconsin Aviation Conference: Stevens Point, WI, April 30-May 2
- Fire and EMS Conference: Temecula, CA, May 2-4

- SC/AAAE Annual Conference: El Paso, TX, May 5-9
- Airport Fire - Rescue: Las Vegas, NV, May 7-9
- FAA Western Pacific Airports Conference: Los Angeles, CA, May 22-24
- The Airport Show, Dubai: May 28-30
- AOA: Milwaukee, WI, June 3-5
- AAAE National Conference: Washington, D.C. June 10-13

advanced electronics. "The digital display is a dream to work with and easy to operate. The outward visibility is probably the greatest single improvement of the new cab. One of our operators brags about the visibility he has all around. And visibility is a huge issue in terms of safety. That and the digital dashboard are probably the greatest single improvements."

Unlike much of the Northeast, the Providence airport has had light snow this year, so they haven't had much of a chance to take full advantage of the new broom attachment's increased torque, which allows you to operate at faster speeds in heavy and deep snow. And the unit's free-floating weight-transfer broom hitch makes for enhanced handling. (Active hydraulic cylinders transfer approximately 65% of broom weight for greater chassis control—the effect is similar to putting sand bags in the trunk of your car.) In addition, low friction bearings and a free-floating broom oscillation system provides improved bristle presentation.

But Oshkosh's long history at Providence isn't just about superior equipment. DeCristofaro puts a high value on his Oshkosh regional representatives. "They are an excellent group to work with. They are very responsive, and have been instrumental to our training, parts, and service." They can even help him brush up on the latest innovations.



Have a photo for News Tracker?

We'd love to hear from you! Send your photos and information to Kristin Michal at KMichal@oshtruck.com. If your photo or story is published in our next issue, we'll send you a **FREE** Oshkosh windbreaker.



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