OSHKOSH AIRPORT PRODUCTS

E-NEWS TRACKER

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Greetings From Oshkosh Airport Products!

Welcome to the Summer 2016 edition of the Oshkosh Airport Products NewsTracker newsletter. This edition of the NewsTracker features a pair of "extreme" stories.

Our lead story involves the emergency response to a massive wildfire in northern Alberta, Canada. Late this spring, the Fort McMurray wildfire destroyed 2,400 structures and forced the evacuation of more than 80,000 residents from their homes. In the face of this all-hands-on-deck crisis, two Striker ARFF vehicles, operated by nearby Oshkosh customers, were called into action and performed with poise and confidence. They made us all very proud, and we are excited to tell their stories.

Be sure to read the feature story that begins at Liverpool John Lennon Airport. While at the airport to deliver a brand new Striker 6 X 6 vehicle, we met Neil Gyllenship. He's the airport's fire service manager who, we learned, is up to any extreme challenge. His story was so inspiring and amazing, we had to share it with you. We hope you enjoy it as much as we do.

There's excellent news to share regarding our new Oshkosh Single Engine Blower. The Metropolitan Airports Commission (MAC), in the Twin Cities (Minneapolis and St. Paul), has purchased the first two units. Many thanks to the excellent team at the MAC who played an important role in helping design the new Single Engine Blower.

This fall, the ARFF Working Group Annual Conference and Educational Symposium is coming to Frisco, Texas. We're excited that we will be there to display a Striker 6 X 6 equipped with the larger 65-foot Snozzle HRET. We hope we will to see you there!

As the summer season begins to wind down, we hope it has been a good one for each of you. As always, thank you for everything you do to keep airports open and to protect the flying public.

Jeff Resch
Vice President
Oshkosh Airport Products

Suncor's Striker (nicknamed Goliath) and its crew. From left to right: Mariah Williams, Jonathan Roth, Terry Carnochan, and Corey Smith.

STRIKER VEHICLES ON THE FRONT LINE FIGHTING HARROWING FORT MCMURRAY WILDFIRE

In May of this year, the infamous Alberta, Canada Fort McMurray wildfire – among the largest in the province's history – destroyed 2,400 structures and forced the evacuation of more than 80,000 residents. Over 1,100 firefighters, including Canadian military forces, were deployed to fight the treacherous blaze. Among those coming to the aid of this community in crisis were two northern Alberta Oshkosh Airport Products customers – Syncrude and Suncor: two of the largest energy producing companies in the province, each with a history of responsible operations, safety, and a strong commitment to environmental sustainability.

Lt. Kevin Graves, Syncrude Emergency Services

As it became clear that the wildfire was gathering momentum, Suncor and Syncrude responded quickly with apparatus and firefighting personnel to save homes, protect critical infrastructure, and escort caravans of citizens away from danger. Syncrude Emergency Services sent a Striker 8 X 8 vehicle and a second ARFF unit, and Suncor sent another Striker 8 X 8, nicknamed "Goliath", into Fort McMurray. Their vehicles and personnel played a crucial role throughout the harrowing emergency.

"This tragic wildfire was an all-hands-on-deck crisis, and to have Suncor and Syncrude contribute personnel and equipment to the effort exemplifies the spirit of people doing whatever possible to help their neighbors in need," said Jeff Resch, Oshkosh Airport Products Group vice president and general manager. "We were very proud to hear the many reports on how our Striker apparatus were able to contribute, and in a significant manner."

Terry Carnochan, Suncor senior emergency response officer, recalled, "We received a mutual aid request, and responded with a total of five apparatus. By the time we arrived at the staging area, the fire was surrounding the city, and some subdivisions were getting gobbled up. Mariah Williams, from my team, and I, went to a condo structure fire in the Striker, and we were directed to an area where firefighters couldn't gain access due to hilly ground. We got in there, extended the Snozzle and quickly knocked down the structure fire in that sector."

"There were trees right in front of us and we were able to lift the Snozzle up and reach through to gain access," explained Williams. "There were a few municipal aerials there, but they go straight up and can't articulate like the Snozzle."

Lieutenant Kevin Graves of Syncrude Emergency Services (and the project team leader to source and spec Syncrude's

“By the time we arrived at the staging area, the fire was surrounding the city, and some subdivisions were getting gobbled up.”

–Terry Carnochan, Suncor senior emergency response officer

two Strikers) was assigned to operate one of the Striker ARFF vehicles at Fort McMurray. “There’s no doubt that the Striker did an outstanding job, and there are houses standing today because of it,” offered Graves. “In one instance, we completed exposure protection on a dozen homes that were backed up to a green belt with big evergreens; there was near zero visibility at this time. Our exposure protection helped save those homes.”

Suncor’s Jonathan Roth recalled his experience as the fire bore down on Noralta Lodge, a worker camp located 20 miles north of Fort McMurray. “When occupied, there are anywhere from 1500 to 2000 people living in the camp, and it includes several three-story structures,” said Roth. “We soaked all the buildings for an hour or two and, when the fire came, we monitored the north end and put down hot spots that came up due to flying embers. Unfortunately, there was a fire that wiped out another nearby camp. Thankfully we were able to save Noralta.”

In other instances, the Striker was able to aid local firefighters who were near exhaustion while battling the raging fires and countless flare-ups. “Over in the McKinley area, fire was quickly approaching a structure. We were able to put our Snozzle boom 50-feet up in the air and rain down a master stream,” said Syncrude’s Graves. “The crews already on scene appreciated the support. That’s as far as that fire made it in McKinley.”

In another situation, Graves received a call to assist a truck crew in protecting a water pumping station; he responded with Syncrude’s Strikers. “When we arrived, it didn’t look good. The fire was right at the fence line where the engine had lines and men deployed,” explained Graves. “My Captain, Aaron Morison, lined me up and we pushed back the fire to save the building and break the fire’s momentum.” Graves added, “As we backed out, I noticed the grass underneath us was on fire! I was very happy I’d left a couple gallons in the tank and was able to snuff it out.”

Meanwhile, the Suncor team devoted resources to keep the fire from crossing highway 63. “There’s a little road alongside the highway and we had both Suncor ARFF units staged there,” explained Jonathan Roth. “As embers would fly onto and across the highway, we kept putting out hot spots. It was a constant couple of days devoted to protecting the highway and soaking the trees for a length of about three to four kilometers.” The reasons for protecting this section of highway were crystal clear. “If the fire had gotten to the other

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Suncor and Syncrude responded quickly and contributed in a significant manner.

FORT MCMURRAY WILDFIRE *-continued*

side, there was the potential for a tank farm and a propane holding yard to be in danger," said Suncor's Carnochan. "The fire actually did jump right to the west of the propane holding yard, but our ARFF vehicles were able to put the fire out in a couple of minutes."

Throughout their time in Fort McMurray, the Strikers earned a reputation for performance and reliability. "I want everyone on the Striker assembly line that put a bolt on Syncrude #9 to be proud of the work they did," said Graves. "That truck was put to the test around the clock for days. It was a major asset in the fight against 'the beast' and it did not disappoint."

Oshkosh Airport Products dealer, Team Eagle, closely tracked the Striker trucks' support requirements throughout the endeavor. "The main issues we encountered were air filters plugging up because of smoke and debris, and tires and wheels needing replacement due to driving over numerous obstructions," said Ken Bartlett, service manager at Team Eagle Ltd. "We flew a supply of replacement filters to Calgary, where Suncor's executive jet immediately shuttled them to the Fort Hills fire hall. For fresh tires and wheels, we made arrangements with Calgary and Edmonton airports, and Kal Tire. Other than that, the trucks performed flawlessly. They never broke down. They just did what they were supposed to do."

In the aftermath and looking back, much was lost. But much was accomplished by the 1,100 firefighters, and examples of courage in the face of tremendous loss are abundant. "I need to mention the amazing dedication by all, including those who lost their own homes," said Graves. "Seven Syncrude Emergency Services personnel lost their homes, and not one of them dropped out of the fight to save our city. They continued to battle to save other homes, even knowing that they had already lost theirs. Ultimately, we had the right tools in the hands of dedicated, trained and experienced firefighters, and that's what mattered most."

"None of us has seen a fire like this in our lifetime," said Suncor's Smith. "And, to our knowledge, it's the first time around here where ARFF vehicles have been used on a wildfire."

NOTE: A fund has been created to assist first responders who lost their homes. Visit https://www.gofundme.com/23ags3cq to contribute to this effort.

Neil Gyllenship, fire service manager at Liverpool John Lennon Airport, stands alongside alongside the airport's newest Striker 6 X 6.

At Work and at Play, Oshkosh Customer at Liverpool John Lennon Airport Enjoys a Good Challenge

Neil Gyllenship, fire service manager at Liverpool John Lennon Airport and extreme adventurer who rowed a 23-foot boat across the Atlantic Ocean, embraces the lack of predictability inherent in difficult tasks. He's been a member of the fire service for 23 years. "I was attracted to the fire service because of the teamwork and the physical activity. It's a very rewarding job, and you don't know, from day to day, what you'll be facing. Those types of challenges really excite me."

The challenges that Gyllenship and his ARFF team face on the job just got a lot easier to handle. Liverpool John Lennon recently took delivery of an Oshkosh® Striker® 6 X 6 ARFF vehicle, featuring a Snozzle® high reach extendable turret (HRET). "It has massively increased our capabilities and our efficiencies as a fire service," said Gyllenship. "Besides its firefighting performance, the vehicle has enhanced the safety for our crews and the passengers who fly from our airport. In a nutshell, it's a phenomenal fire apparatus and just a brilliant vehicle!"

Named after one of the Beatles, John Lennon International serves roughly five million passengers each year. "Obviously, John Lennon is a Liverpool icon, and someone we're really proud of," said Gyllenship. "We're also a very proud airport. Our motto is 'Faster. Easier. Friendlier.' It's a very easy airport to fly from. You arrive, go through security, and you fly. It's quick and simple when compared to some of the larger airports."

In his spare time, Gyllenship is an adventure seeker. For proof, look no further than when he and his mate and former co-worker, Dean Jagger, became inspired after following the World's Toughest Rowing Race Trans Atlantic Crossing in 2007. Both Gyllenship and Jagger were working together at Manchester International Airport at the time. "We watched

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This sequence of photos show Gyllenship and Jagger approaching Antigua after their 3,000 mile Atlantic rowing adventure. Their next expedition won't involve rowing!

James Cracknell and Ben Fogle, and we knew we had to do it ourselves," Gyllenship explained. "By the way," he added, "we had never done any open water rowing or had any seamanship experience at all!"

Prior to their Atlantic crossing attempt, both took navigational and seamanship courses. They completed a comprehensive ocean yacht masters program that, among other subjects, included astronavigation. Their 23-foot custom craft was a combination of efficiency and advanced technology. The boat's batteries were solar powered, and fresh water came from a battery-powered desalinator (the team would make up and desalinate 10 liters of seawater each day). All of their food was dehydrated.

Among its communications gear, the boat was equipped with GPS, a VHF radio, and something called a Sea-Me active radar reflector. "The Sea-Me system notifies you of a ship in the vicinity. More importantly, it tells the ship that you're there as well," said Neil. "We encountered about ten significant ships on the whole journey, and every time we called them up to make contact. Just about every time – especially in the middle of the Atlantic – they would say, 'you are rowing?'"

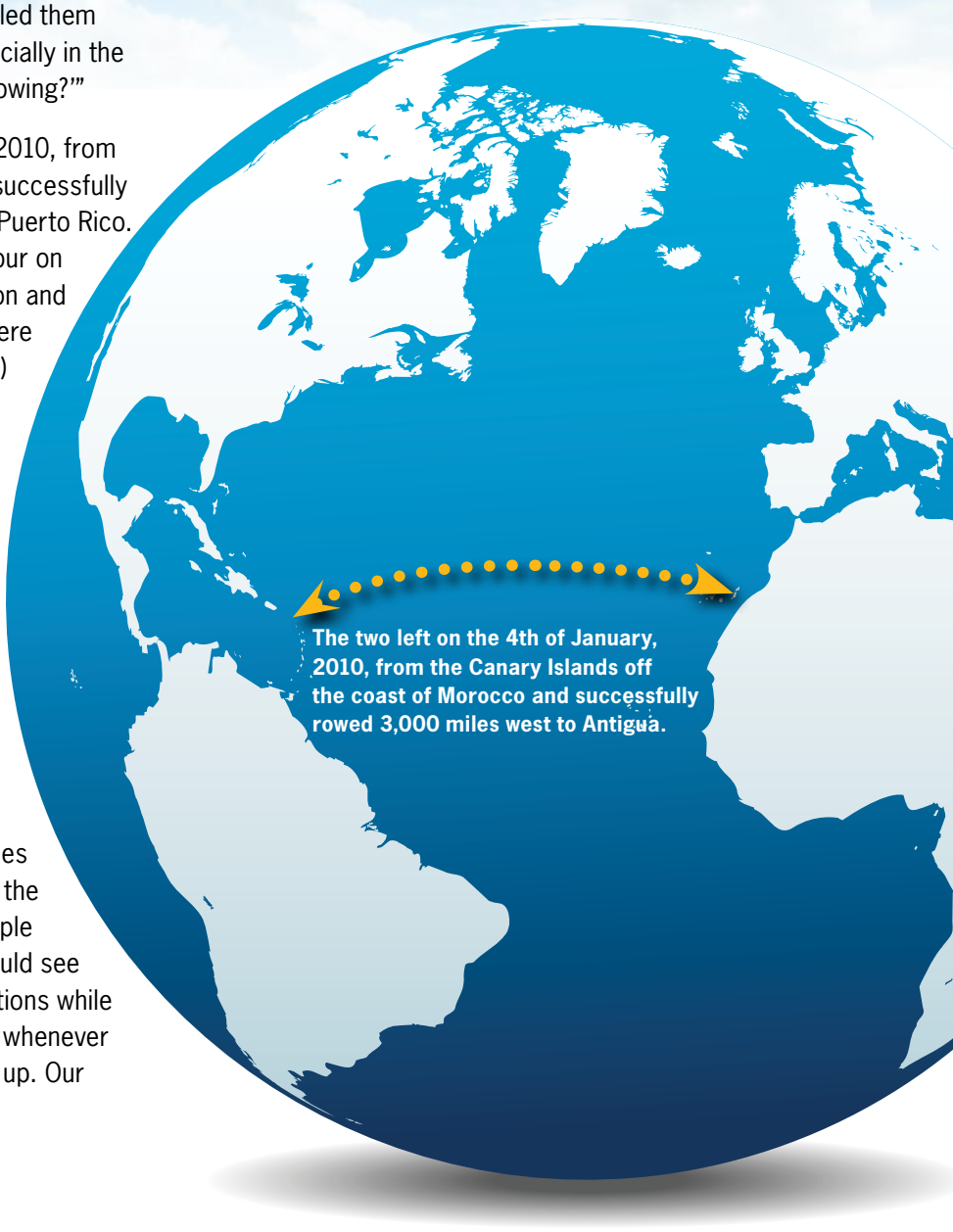
Row they did! The two left on the 4th of January, 2010, from the Canary Islands off the coast of Morocco and successfully rowed 3,000 miles west to Antigua, just south of Puerto Rico. The pair spent 75 days at sea. They rowed one hour on and one hour off during the days, and two hours on and two hours off in the evenings. Air temperatures were often stifling hot, averaging between 30° C (86° F) and 35° C (95° F) during

the day and not much cooler in the evening. The sea conditions were challenging as well. "We had a really bad spell just two weeks into the journey," recalled Neil. "After we set off, we were hit by a force eight storm with winds from 39-46 mph and waves up to 25-feet, and were forced to anchor for a full week. During that entire time, we were confined to a very small cabin while we just rolled around and were pushed backwards. It was a very scary situation."

Life at sea during the 75 days contained its routines as well as discoveries. "The uninterrupted view of the nighttime sky was amazing and breathtaking; people say you can see millions of stars but I think we could see billions," said Neil. "You experience all of the emotions while at sea, from the highs to the lows. You learn that, whenever you get low, there's only one way to go and that's up. Our mindset was to be as safe as possible and watch out for each other."

As with any undertaking of this magnitude, support from co-workers and sponsors was critically important. "Our CEO at John Lennon, Andrew Cornish, was a big supporter of our expedition. He made it happen for us," recalls Gyllenship. "We were hugely privileged to have him in our corner. We also had Virgin Atlantic Airlines who provided our return flights, and Henri-Lloyd Ltd., who provided premium sailing and wet weather gear."

The Atlantic crossing was completed more than five years ago, but the adventure gene appears to be a part of Gyllenship's DNA. In fact, he has just completed building an all-new custom boat that is ready to hit the water. "It's a kite boat, and the first of its kind in the world," said Neil. "We're hoping to take it around Britain as a sort of test run. Who knows, maybe we'll take it across the Atlantic. No rowing this time!"



The Oshkosh Single Engine Blower is shown here during testing at Yellowstone National Park. The vehicle introduces the innovative Oshkosh Work Control™ system, a one-dial control for management of power to the blower head AND drive wheels, enabling the operator to focus on blowing snow rather than managing engine rpm.

First Oshkosh Single Engine Blower Vehicles Prepared for Winter Duty in Minnesota

"Our operators are pretty excited, although we're not really thinking about winter quite yet!" Chuck Kanuit, equipment superintendent at the Metropolitan Airports Commission.

Located in Minnesota, the Metropolitan Airports Commission (MAC) operates one of the largest airport systems in the nation, which includes Minneapolis-St. Paul International (MSP) and six general aviation airports located in the Twin Cities area. Together, these airports help drive the region's economy and job growth while providing quick, easy access to destinations around the globe. In the Twin Cities, annual snowfall averages 54 inches per year, and the region is known for freezing rain and bitter cold temperatures. Keeping runways clean and clear of snow is critical.

Oshkosh Airport Products has 60 vehicles on duty vehicles on duty with the MAC. Its two most recent additions are the brand-new H-Series™ Single Engine Blower vehicles. The vehicles will be placed into service in time for the upcoming snow season at the Lake Elmo and Crystal airports, two of the MAC's general aviation airports located near the Twin Cities.

"We are pleased and gratified to have already sold and delivered the first two units to one of the largest and most respected airport systems in the nation," said Jeff Resch, Oshkosh Airport Products Group vice president and general manager. "The Single Engine Blower is a versatile machine, and we are seeing a growing amount of interest in the vehicle by airports, large and small."

As equipment superintendent at MAC, Chuck Kanuit oversees maintenance for 400 vehicles. The members of his team were interested in the Single Engine Blower from day one. "We've wanted Oshkosh to build a single engine blower for our reliever airports, and we got involved in the design from a very early stage," Kanuit explained. "We're already familiar with much of the Single Engine Blower's componentry and electronics from our other H-Series vehicles; this will be a big help when it comes to parts and maintenance." He added, "Our operators are pretty excited, although we're not really thinking about winter quite yet!"

Dan Gage works with local Oshkosh snow dealer McQueen Equipment, Inc. "The Single Engine Blower market is driven by a lot of the smaller commercial airports that are in need of a 3,000 tons-per-hour blower instead of a 5,000 tons-per-hour-unit," said Gage. "There really hasn't been anything available

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in the marketplace to accommodate this niche for the last several years. The Single Engine Blower really fills a need."

Oshkosh conducted extensive R & D and customer research during the development process, and ease of operation was an important consideration. "With the Oshkosh Work Control system, the blower inputs are on one dial, and the operator can dial down for tonnage or dial up for cast distance," explained Les Crook, snow product manager for Oshkosh Airport Products. "They are able to find the sweet spot depending on their operation and the type and amount of snow. If you're trying to drive too fast, the system will – behind the scenes – seamlessly slow the vehicle down to ensure the power required by the impeller is always available."

SNOZZLE #100 ON DUTY IN TUCSON!

Oshkosh Airport Products delivered this Striker® 6 X 6 equipped with a Snozzle® high-reach extendable turret (HRET) to Tucson International Airport. The delivery represents the 100th Snozzle sold since Oshkosh acquired the device in 2011.

"The Oshkosh-exclusive Snozzle sets the industry standard, and we're really proud to place our 100th Snozzle-equipped apparatus on duty with Tucson International Airport," said Jeff Resch.

Tucson Airport Authority President and CEO, Bonnie Allin, added, "safety is a top priority for the Tucson Airport Authority. Having the right equipment for our public safety personnel is critical," she said, "particularly when it comes to our aircraft rescue and firefighting trucks. We're excited to welcome the new truck to TAA's Fire Department."

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