

## “GREETINGS FROM OSHKOSH AIRPORT PRODUCTS!”

Welcome to the Spring 2017 edition of the Oshkosh Airport Products NewsTracker newsletter.

It has been a very busy and exciting spring season for the Oshkosh Airport Products team. We lead off this issue with a recap of the unveiling of the all-new Striker 8 x 8 ARFF vehicle. Introduced at the Fire Department Instructors Conference in late April, the vehicle drew huge crowds of firefighters eager to get an up close look at this twin-engine, 1540 hp beast. We think you'll enjoy the story.

Also in this issue, we check in with Arnold Palmer Regional Airport in Latrobe, Pennsylvania. Airport Manager, Gabe Monzo talks about the facility's transition from a general aviation airport to a full-time, scheduled service operation, about its commitment to customer service, and about its ties to golf legend, Arnold Palmer. Later this June, the airport will host the Blue Angels and 100,000 spectators at its annual Westmoreland County Air Show.

I also call your attention to another story profiling the important work of the International Aviation Snow Symposium Academic Committee and its Snow Academy. Its initiative, featured here, provides certified snow removal training curricula for airport operators and their leaders. We applaud the Snow Academy's efforts and encourage you to learn more about this vital and valuable program.

We also visit with Pete Dickinson, our favorite master modeler, who is in the midst of building a scale model of the Oshkosh H-Series high-speed blower. This is proving to be one of his most challenging projects, and we wish him all the best!



We hope that the spring season is going well for you and your loved ones. As always, thank you for everything you do to keep airports open and to protect the flying public.

**Jeff Resch**

Oshkosh Airport Products Vice President and General Manager



The FDIC crowd inside Lucas Oil Stadium surrounds the new Striker 8 x 8.



# NEW OSHKOSH STRIKER 8X8 MAKES ITS WORLD DEBUT

**“The biggest, baddest, and most powerful ARFF vehicle in the world.”**

Oshkosh Airport Products unveiled the all-new Striker® 8 X 8 aircraft rescue and fire fighting (ARFF) vehicle at the 2017 Fire Department Instructors Conference (FDIC) in Indianapolis, Ind. “The reaction was overwhelming, to be sure,” said Jeff Resch, Oshkosh Airport Products vice president and general manager. “We’ve had many customers who are thrilled with the whole Striker 8 x 8 program, and are blown away by the twin-engine power. It’s been super exciting.”

As airports get larger and aircraft grow in size, firefighters strive to answer the call to any situation on or around the airfield in the fastest time possible. In response, the Striker 8 x 8 is the most capable and powerful ARFF vehicle in the company’s history; its driving force is an identical pair of Scania rear-mounted, Tier 4F low-emission engines. “Even municipal fire departments that are not familiar with ARFF cannot get over the vehicle’s size and eight-wheel drive powered by twin V-8 engines,” said Resch. “All firefighters get excited when you talk about 1,540 horsepower!”

Many ARFF customers made their way to FDIC solely to see the Striker 8 x 8 in person. “We had fire departments visit from Great Britain, The Middle East, Asia, Latin America, and Canada,” said Resch. “Of course, many strong domestic customers – such as Denver, Philadelphia, Chicago, Indianapolis, and other parts of the US – were in attendance, as well.”

Initial feedback from these ARFF professionals, and the Oshkosh sales team, was overwhelmingly positive. “Our sales


managers were really fired up about the new Striker 8 x 8, and how the show truck was configured,” said Resch. The vehicle showcased a selection of proprietary Oshkosh components, including a patent pending “power unit” that transitions one of the two Scania engines to move seamlessly to engage and power the firefighting systems seamlessly with the touch of a single button.

There was a lot to talk about including a 360° camera system, the enhanced Snuzzle HRET, the Eco EPF foam percentage testing system, and the telematics system.

The show truck’s 360° view “around-the-vehicle” camera system, similar to ones found on high-end automobiles and SUVs, provides unparalleled operator visibility. The Eco EPF foam percentage test system is a patent pending electronic foam proportioning system that allows ARFF crews to test the foam percentages using only water from the vehicle; *no foam is required*. It archives the testing data (with a time and date stamp) on the truck for three years.

The Snuzzle K-Factor system is a piercing tip alignment tool that utilizes a sensor on the piercing tip, and a video monitor inside the cab, to display a target for the operator. Finally, the Telematics system is a two-pronged remote diagnostics and vehicle readiness mobile device that enables maintenance teams to remotely check vehicle fault codes, receive maintenance reminders, maintenance alerts, and other data from a smart phone or other remote device. - continued next page



Overall, the show and the Striker 8 x 8 were a huge hit. "We've had excellent traffic and an amazing amount of support from the Pierce family," said Resch. "We think it's been a benefit for Pierce's municipal firefighters to see another side of the Fire & Emergency Group. It was fitting that we debuted the new Striker 8 x 8 during our parent company's 100-year anniversary. It's an honor to introduce the biggest, baddest, and most powerful ARFF vehicle in the world in this centennial year." 




The Striker 8 x 8 attracted ARFF professionals from across North America as well as from Great Britain, the Middle East, Asia, and Latin America.

## Model Builder Takes On H-Series Challenge

Expert modeler, Pete Dickinson, is in the midst of one of his most challenging projects: a custom-built Oshkosh H-series high-speed snow blower. "I've been making steady progress and, although it's not anywhere near finished, the H-Series is starting to come together."

The radio-controlled model is functional, and both axles are powered and steerable. "Configuring it with a pair of steerable axles has been a challenge in itself!" offered Dickinson. As can be seen in these photos, the rear engine compartment is almost finished with only a little cleaning up required. The front engine housing contains all the radio gear and electronic controls for the lighting and both motors.

The cab and the snow blower itself are still on Dickinson's to-do list. "The snow blower section is going to present a huge challenge – as my intention is to make that functional – but I will get there eventually," said Dickinson. "The drive motor for the blower has already been fitted to the main chassis." We can't wait to see the finished product. Good luck, Pete! 



The attention to detail on Pete Dickinson's H-Series model is evident. The snow blower is his biggest challenge.



# New Look Website Launches




Oshkosh Airport Products recently launched an all-new website that includes several user-friendly features. The new site is easy to navigate and loaded with interesting content. New features include a news blog and an expanded selection of videos loaded with action-packed footage. The mobile optimized design means that, whether the viewer is using a smartphone, a tablet, or a desktop, the site is easy to view. Check it out. Check back often. And send us your comments and suggestions. Thanks! 

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## STRIKER ARRIVES IN CHILE

**O**shkosh distributor, LEITS INC, reports that a Striker 6 x 6 ARFF vehicle recently arrived at the Port of Iquique, Chile. The vehicle was received and prepared for a long overland journey to Viru Viru International Airport in Santa Cruz, the largest airport in Bolivia. "There, it joined an identical Striker 6 x 6 already in service. Thanks to Marcelo Solis, LEITS INC vice president, for sending the photos. 



*The Striker vehicle fresh off the boat at the Port of Iquique, Chile.*



*A proud firefighting team at Viru Viru International Airport poses in front of their matching pair of Oshkosh Striker 6 x 6 ARFF vehicles.*



# Arnold Palmer Regional Airport Transitions to Full-Time Scheduled Service Facility



The Oshkosh Striker 4 x 4 parked outside the Arnold Palmer Regional Airport terminal in Westmoreland County, Penn.

## Forward-thinking airport authority positions operation for long-term growth

**A**rnold Palmer Regional Airport is nestled in the scenic Laurel Highlands of southwestern Pennsylvania, and is operated by the Westmoreland County Airport Authority. The operation is located on 750 acres, and features an updated terminal, air-traffic control tower, a newly extended 8,224-foot-long runway, an elegant restaurant and conference facility, and amenities not typically found at airports of its size. The airport has transitioned from a general aviation airport to a full-time scheduled service operation. "We've definitely had some growing pains through the process," explained Gabe Monzo, airport manager. "It's been a situation where, when Spirit Airlines started service here in 2011, we didn't have any commercial service. When you go from zero to 60,000 enplanements in the first year, that's quite a change!"

"I have always been in public safety," recalled Monzo, who was the chief at the local municipal fire department when he got his start at the airport in 1983. "I started here as a maintenance man and now I'm the airport manager. I helped design our first Oshkosh ARFF truck in 1993, and it's still in use and remains a strong piece for us," he said. "We also have a new Striker 4 x 4 and two Oshkosh multi-purpose snow vehicles."

The airport has changed significantly as air traffic volume has grown, and has relied upon some long-term plans that were already in place. "The airport authority has always positioned us to take this next step forward, and we're fortunate to have some forward-thinking authority members," said Monzo. "Even though we had a small commuter service, we knew there could be something like this coming down the road so we were prepared for it, and we melded ourselves into a facility that today serves 175,000 enplanements per year."

The airport is currently drawing from a wider geographic area that includes portions of Ohio, New York, West Virginia, Michigan, and Maryland. Monzo credited a portion of its success to its personal approach to customer service. "The spirit of customer service that we've nurtured over the years has carried over as we've grown," he said. "It's a convenience factor that includes things like shorter lines, a concierge service, and a shuttle bus that brings customers to the terminal building. Plus, we offer free parking – that's a feature that gets everyone's attention. Right away, you can be saving \$60 to \$100 dollars depending on how long you are leaving your car." - continued on last page



# 2017 AIR SHOW PAYS TRIBUTE TO ARNOLD PALMER



On June 24th and 25th, Arnold Palmer Regional Airport will host an estimated 100,000 spectators at its annual Westmoreland County Air Show. This year's event will pay tribute to the legendary Arnold Palmer, who passed away last September. Mr.

Palmer was an avid airplane enthusiast who spent many years on the airport's board of directors, and was serving as the chair when he passed away. "We're going to have his private plane with '1 Alpha Pop' on the tail, and his signature umbrella insignia on the side," said Monzo. Other memorabilia will be on view, including several trophies and the famous Pennzoil tractor. "We are also featuring a commemorative coin with Mr. Palmer's picture on the back," said Monzo. "The Blue Angels

are going to make an appearance, too, as Mr. Palmer was an honorary Blue Angel."

"I've known Mr. Palmer for 40 years. When I was in high school, I worked for him at the country club bussing dishes," recalled Monzo. "He was a great guy who loved aviation and loved this airport. He always said this airport offered him the opportunity to be home for dinner, and that was important to him."

Right up until his passing, Palmer was a great motivator. "He'd get you pumped up," said Monzo. "When we got our new Striker ARFF truck, we took his picture in front of it and I remember him saying, 'Wow this is quite a machine'."



*Below: Gabe Monzo and Arnold Palmer stand alongside a Striker 4 x 4 ARFF vehicle.*







# Snow Academy Addresses Operator and Leadership Training Needs

**E**ach year, with support from the Federal Aviation Administration, airports across the country invest millions of dollars in their snow removal operations, improving facilities and purchasing snow and ice control vehicles and other equipment. With no uniform guidelines or requirements, however, far less attention has, generally, been placed on operator training. The training requirements for the personnel that operate snow and ice control vehicles and equipment, and those in charge of leadership, has largely been left to each individual airport operator. "What may constitute sufficient knowledge at one airport may be less than adequate at another," said Gary Kogut, Oshkosh Airport Products regional sales manager and a long-time proponent of operator and leadership training programs.

In response, the International Aviation Snow Symposium (IASS) Academic Committee, in conjunction with the Northeast Chapter of the American Association of Airport Executives (NEC-AAAE), and the American Association of Airport Executives (AAAE), developed a Basic Airport Winter Operations Specialist curriculum and an Advanced Airport Winter Operations Specialist curriculum. These programs have come to be known as the Snow Academy.

The Snow Academy courses provide airport operators, and their leaders, guidance to implement a well-rounded approach to their winter operations training needs. "Basically, we are offering snow removal equipment operators certified instruction through the Snow Academy," said Kogut. "The IASS and the AAAE are committed to, and passionate about, these programs and the importance of providing an enhanced level of training for airports of all sizes."

## OPERATOR TRAINING

This Basic Airport Winter Operations Specialist (BAWOS) course is designed for the airport equipment operator, airport operations specialist, and other individuals performing snow and ice control measures. The information contained within this course was acquired through the review of several FAA Advisory Circulars, the review of airport snow and ice control

plans, and from the experiences and knowledge of the members of the IASS Academic Committee. Upon completion of the BAWOS, operators will have basic knowledge in a wide range of topic areas. They will be trained in, among other things:

- identifying and describing various snow removal equipment types and categories;
- the understanding of available and approved chemical and aggregate materials utilized for anti-icing, de-icing, and pavement friction enhancement;
- identifying the important factors of weather forecasting for the planning of winter weather mitigation;
- recognizing the human factors involved during snow and ice control activities;
- the understanding of safe radio communication protocol while performing snow and ice control measures;
- understanding the basic components of the Airports Snow and Ice Control Plan, Snow and Ice Control Committee, and the role of the Snow Control Center; and
- the background necessary to qualify for the Advanced Airport Winter Operations Specialist curriculum.

## LEADERSHIP TRAINING

Training and performance qualifications for those who manage and direct snow and ice control has, historically, been absent in the industry. At the inception of the Snow Symposium, The IASS recognized this need for relevant and focused training. The Advanced Airport Winter Operations Specialist, an advanced curriculum of the Snow Academy is the newest way to fulfill the winter operations training needs of airport leaders.

The IASS Academic Committee, with the support of the NEC-AAAE and the AAAE, developed an Advanced Airport Winter Operations Specialist curriculum. This course is designed to provide airport supervisors, managers, and directors of the

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## Snow Academy - continued

in-depth knowledge necessary to operate safe, efficient, and successful winter operations.

"A lot has changed at the IASS and it's a whole new dynamic. We are really becoming the training conference, and the pivotal training resource, for the AAAE," explained Kogut.

### CUSTOM TRAINING

Because many who would benefit from the Snow Academy training are unable to attend the Snow Symposium, the AAAE large hub conference, or the Northeast Chapter Annual

Conference, the IASS is conducting custom training at individual airports. "While we love having the airports attend the Snow Symposium or other major conferences, these 'road shows' have advantages, as the operators are trained on their own equipment at their home airport," said Kogut. "In addition, we are able to customize the curriculum to better meet the needs of each airport."

To date, customized training sessions have been completed at Roanoke Regional Airport and Kennedy International Airport. Airports interested in learning more about the program are invited to contact the AAAE's Caroline Bonyng, ACE Manager, Training and Business Development at: [caroline.bonyng@aaae.org](mailto:caroline.bonyng@aaae.org). 

*The airport operates this Oshkosh HT-Series tractor with a 22-foot plow and a 22-foot XT broom. A second Oshkosh multi-function unit has been serving the airport for the past 11 years.*



## Arnold Palmer Regional Airport - continued

Excellent service also includes the airport's approach to snow and ice removal. "Pilots who are flying in from down south don't like to see the white stuff on the runway. They want to see black," said Monzo. "We operate a new Oshkosh HT-Series tractor with a 22-foot plow and a 22-foot XT broom, and a second Oshkosh multi-function unit that has been serving the airport for the past 11 years. They both do an excellent job." Cleaning the runway as quickly as possible is, of course, a top priority for the snow removal team. During a snow event, the Oshkosh vehicles will plow and sweep the runway, and then one of the vehicles will break away to clear the taxiways when airplanes are about to arrive. "We can clear the runway in 20 minutes," explained Monzo. "It's come down to understanding the science of the conditions, the temperature, and the forecasts. There's no room for a mistake. You need to be on your game."

Operator training plays a very important role in keeping the airport's snow removal team functioning at peak performance. "The new Snow Academy has been an important addition to the training tools we have available," said Monzo. "Most of my team has at least 20 years of experience, but you need to keep abreast of the latest research and development. It doesn't matter if you're getting heavy snow or freezing rain, because either one can quickly shut you down."

The addition of Spirit Airlines and greatly increased passenger traffic necessitates facilities expansion and upgrades at Arnold Palmer Regional. "It's a slow process to update an airport because it's so expensive; next up for us is a runway widening later this year," said Monzo. "We like to call it a tempered growth, because you don't want to grow so fast you become a white elephant. We've trained all of our people on ground operations, reservations, and everything else...except flying the airplanes. We're self-sustaining and believe we are positioned well for the future." 