

The PLAYPIPE

Rodger reports on the SPAAMFAA Winter Convention on page 2

The newsletter of Pompiers Pump and Playpipe Society of Indiana, the Indiana chapter of SPAAMFAA.

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Leaky Rigs

With spring coming, many of us can't wait to move our rigs. Once you have your pride and joy outside and purring take the time to go back where it was parked and look on the floor/ground.

Many older rigs will leave clues about problems in the form of colors. They leave this assorted array of rainbow hues that cover most of the spectrum on the floor of your storage area. This usually occurs overnight and shows up the next morning as puddles somewhere under the unit. Usually, the puddles are under the part that is leaking. That is only common sense you say, but when you think about it, the newer rigs and vehicles that travel at faster speeds tend to have the wind whip the leaking fluid, causing it to travel the length of the unit making it rough to find its source. Hydraulic systems designed to do things in a hurry can spray fluids many feet away from the real problem and send you on a wild goose chase to find your leak. Let's take a look at the types of puddle colors our rig is leaving.

Hues of Brown

Probably the most common residue left by our rig on the floor is the color brown. Brown can cover many types of hues, from blackish to tan. Generally it is an indication of some type of oil leakage. The oil can come from the engine, transmission, transfer case, primer, hydraulic system or steering system. Take note of where the puddle is in relation to the rig. If it is a lighter hue, has the consistency of a light maple syrup, and lacks the burned smell of combustion, it is probably from a leaking hydraulic hose or fitting on the aerial ladder. Look up above the puddle and examine hose fittings for drippage. Many hydraulically crimped fittings will leak over time and will be characterized by a prevalent drip on the fitting or an oily film covered with dust around the hose connection. Since a high pressure leak can shoot the fluid some distance to another unit component and dribble to the

ground, check for leaks with the rig running and that particular circuit under stalled load. One can usually tell by this method whether the leak is just a slow drip or a shooting spray that needs immediate attention. Other areas on the hydraulics are hoses that have the rubber covering rubbed off, the spool valves on the control assembly, or the drainage plugs at the bottom of the reservoir. A darker shade of brown that usually collects under the oil pan should be obvious. The engine oil will feel somewhat thicker and have that characteristic smell of being in an engine. It tends to leak out of front and rear seals or out of leaky oil pan gaskets. Oil tracers, or streaks on the engine block indicate the path that oil has traveled from parts further up, like on the valve cover or oil sending unit. After finding the location and determining the amount of leakage one can decide whether or not to make the appropriate repair. A blackish/brown color is characteristic of motor oil in an older engine that needs a rebuild. Excessive combustion blowby darkens the oil from contaminants and carbon residue. Examine the sample for the engine smell and identify the leakage point as sighted above. A dark brown oil can also be from the transmission or rear end. This sample will have the smearing qualities of molasses and smell like the 90 weight gear oil it probably is. If it is coming from the bellhousing then a front tranny seal is leaking. If it is found streaking the brake drums then it has wheel seals that are going bad. Gaskets can also drip oil as well as drain plugs that don't have a sealing compound on the appropriate threads.

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**The Road Trip is planned.
Itinerary on page 4**

From the Buggy Seat

a few words from PPPSI President Rodger Birchfield

Miles Greenwood Historical Fire Society, Southwest Ohio's SPAAMFAA chapter hosted a fantastic Winter Convention last week.

At least eight PPPSI members attended segments of the convention. Trustee Mark Storey attended the National Board of Trustees opening day (Feb. 15) at the Eastgate Holiday Inn.

Dan Bernth and Tom Beard went on a tour to the Cincinnati Fire Museum and Chip Lytle's apparatus collection Thursday. On Friday they boarded a bus for Summit Fire Apparatus in Kentucky, a stop at Union Township Fire Department for lunch and then on to the Brothers Three fire museum near Mt. Orab, Ohio, east of Cincinnati.

After being advised the bus tour was full, your writer and bride went on to the museum. The museum is owned by three Stelter brothers, all retired Cincinnati firefighters. The Stelter home was a restored Civil War era house.

A centerpiece in the home is large piece of glass measuring about 5 by 5 feet with an Ahrens steamer etched in the center. The glass was removed from the Citizen's Gift fire station located in downtown Cincinnati a number of years ago before it was torn down. The sheet of glass had been in the wall between the station's watch room and apparatus bay.

A nearly restored horse/hand drawn Howe with a gasoline engine driven pump was in the small museum building. The Howe was built in Indianapolis, but the engine powering the pump was manufactured in Logansport, Ind. A Boyer two-tank hand drawn chemical engine stood in the corner. It too was built in Logansport.

A large Rumsey hand pumper was in the workshop. In the attached barn, was two early 30s vintage GMC American LaFrance engines powered by Buick engines. An early 50s Ford American was also in the barn along with the Norwood, Ohio, closed cab HT Ahrens-Fox.

The national membership meeting was held Thursday evening at 8 p.m. It was learned the 2009 winter convention at Treasure Island, Fla., had been cancelled due to the Super Bowl. Also, Mark Storey was replaced by Dennis Adamski as a SPAAMFAA trustee as a result of the annual election.

The club operated a hospitality room each night of the convention. Friday evening the chapter's 15th annual Fire Memorabilia Auction was held in the inn's Rome and Venice Rooms.

Hundreds of fire related items were up for auction. Tom Beard was the winning bidder on a late 1930s or early 1940s Rotoray. You will have to ask Tom what he paid for it (picture of Tom, Dan and Rotoray on page 3).

Your writer won two 1923 Stutz Fire Engine Co. ads along with a Childs' Fire Engine ad. All were in the same sleeve. Randy Koorsen of Koorsen Safety took home a Seagrave fire extinguisher. The auction, run by Howard Kuhnell and Steve Hagy, was a huge success.

A large flea market was held in the inn's Ferrara and Florence rooms at 8 a.m. Saturday. Justin Birchfield drove through an early morning snow from Indianapolis to take in the flea market.

Jeff Rider and Bruce Neal (picture on page 3) were among the vendors. A number of items auctioned the night before were on tables at the flea market which closed at 2 p.m.

At the same time, Kuhnell began a seminar on toys in the Athens rooms. Other seminars during the convention included the changing role of fire apparatus by William Kramer, Ph.D, a former Indianapolis Metropolitan Airport fire chief, cold weather apparatus preparation by Mark Rembis and a safety seminar by Robert Rielage.

Rembis presented a second seminar dubbed Pumpology 101 and Mark Moench hosted a discussion on fire apparatus design and specifications.

An awards banquet was held Saturday at 7 p.m. in the Ferrara Room.



Just a couple of additions to the "Are you Nuts" articles. From SPAAMFAA member Gene Smith; "Interesting article on fasteners. One major point that you did not mention is that all automobiles – both domestic and foreign

Playpipe Editor-Scott Rollins have been built to metric standards since the early 1980s. That means that all fasteners used by the auto industry are metric. I am not sure about fire trucks – but my bet is they follow the metric standard too." And from SPAAMFAA member Tim Elder; "Just a bit of additional information, which you may very well know,

but didn't have space for in the article. The ones with a plastic or nylon ring I believe are also made with a plug of nylon or plastic. Another type, which you mentioned, I call a "deformed thread" type, which covers several ways of doing it. I think all, except the lock washer and cotter (or roll) pin, could be generically called "prevailing torque."

Because of Mr. Elder mentioning "torque" and since that is something we have not covered here I am researching an article on torque at this time.

The Playpipe is a monthly publication produced for The Pompier, Pump, and Playpipe Society of Indiana (PPPSI). PPPSI is the Indiana chapter of SPAAMFAA. To contact our Editorial offices write to Playpipe, P.O. Box 51605, Indianapolis, IN 46251-0605 or e-mail playpipe@pppsi.org

The Playpipe

Winter Convention pictures

More pictures will be shown at the March meeting, Rodger took over 100.



Leaky Rigs continued

Hues of White

On occasion there might be a spot of whitish oil on the pavement. Locate the correct housing and check the dipstick to verify. Whitish oil indicates water contamination in the unit. If in the engine, evaluate the operating habits of the rig. Does it run for short spurts without ever really heating up? Does it have an operating thermostat in it that regulates the correct operating temperature? Does it have an internal cooling leak which is characterized by consistent low coolant levels? Does the rig sit outside in a high humidity environment without periodic operations which warm it up to full operating temperatures All of these conditions will cause excessive water to collect or condense in the housing and emulsify the oil causing it to become milky white. Change the unit with fresh oil and focus on a more regular operating schedule with complete warm up of the unit in order to evaporate off excessive moisture. While your pump transfer case does not usually have a dipstick it too needs checked for water contamination a common occurrence on many older rigs. This needs changed immediately, don't move the rig if at all possible. This water also indicates that the seal between the pump and transfer case is degrading.

Hues of Red

Most power steering circuits use automatic transmission fluid as the circulating oil. Check the owners manual of your unit for verification. These red puddles can be traced to leaky pressure lines on that circuit or to bad o ring seals if the steering system has steel lines and internal housing components. Exposed steering hydraulic cylinders can also have worn packing and seals which will cause high pressure spouting or idle drippage. Some newer radiators have steering cooling chambers as an internal component. They generally have external fittings and high pressure hoses which may fray or leak over time.

Wow, here's a problem every newsletter editor hopes for, too much information for one issue!! We'll finish this article next month, only a few colors left to cover.

South Bend Trip

Hi all, time is going fast. April is approaching and so is the road trip to South Bend. So far we have 10 people that are going. I think the turnout is great, but all are welcome. If you are interested in going please call or e-mail by Friday, March 17th.

In this article I will give an overview, then you will get an info pack the Saturday morning we all meet up and let me say thanks to those who are going and to those who are willing to drive!

Saturday

7:30 a.m. Meet at Wayne Twp. Admin Building.
8:00 a.m. Leave for South Bend (I suggest eating breakfast before you get there or picking something up you can eat while on your way or waiting until we leave.)
11:30 to 1:00 p.m. Lunch
1:00 to 5:00 p.m. Studebaker Museum
5:30 to 6:00 p.m. Check in
6:30 - ? BBQ Chicken or Rib Dinner with Bryan Albright at his Fire Department. 1/2 BBQ chicken dinner \$ 5.00 or BBQ ribs dinner \$ 7.00, both dinners include: baked potato, green beans, roll & drink. I need a head count by Friday March 24th and include your choice of chicken or ribs.

Sunday

8:00 a.m. Breakfast
9:30 a.m. Leave for Kokomo Museum
12:00 p.m. Kokomo Automotive Heritage Museum
2:00 p.m. PPPSI Meeting @ Kokomo museum
When meeting ends we have until 4:00 p.m. to view more of museum.
4:00 p.m. Dinner in Kokomo
5:30 p.m. Leave for Indy
7:00 p.m. Back @ WTFD Headquarters.
Thanks for a great weekend!

Keep In mind that this is an over view, we can flex on some of the times, and majority votes for lunch on Saturday and dinner on Sunday.

As mentioned in the February Playpipe museum costs are \$6.50 @ South Bend and \$5.00 in Kokomo. The hotel is \$46.00 plus tax and finally we are asking for a minimum donation of \$12.00 per person to help cover the cost of fuel. Meals are off the menu.

Any questions don't hesitate to call;
Jeff Henry 317-341-4350
or e-mail ladder71@comcast.net

February Minutes

submitted by Secretary Trina Falk

Location: Wayne Township Fire Department Headquarters. Sunday, February 04, 2006. President Rodger Birchfield called the meeting to order at 2:05 PM.

Treasurer's Report: The Treasurer's Report was read. A motion was made to accept it. The motion was seconded, and the Treasurer's Report was accepted.

Old Business: The road trip to South Bend for the week-end of April 01, 2006, was discussed. Jeff Henry asked for feedback from those who were in attendance at the meeting.

I. Information concerning the discounted admissions costs to the Studebaker Museum in South Bend and the Automotive Heritage Museum in Kokomo can be found in the January 2006 Playpipe.

II. Transportation for the road trip was discussed. It was decided that we would caravan from Wayne Township Fire Department Headquarters to South Bend and back. This will allow those who live along the way to join in if they wish.

III. Whether or not we wanted to make it an overnight stay or not was discussed. It was decided that we would stay the night in South Bend on Saturday, April 01.

IV. Bryan Albright from the North Liberty Fire Department sent an e-mail to notify us that their port-a-pit chicken barbeque is also on Saturday, April 01. This would be a good dinner stop along the way to South Bend.

New Business: Scott Rollins advised the membership that it is time to pay for the P.O. Box again. A motion was made to pay for the P.O. Box. The motion was seconded and accepted.

The North and South Regions were discussed; Trina Falk was appointed as the new South Region Director.

Committee Reports: Clyde Pfisterer is still the Muster Chairperson for the Indianapolis Muster.

Rick Ordo will one again be supplying the portable pump for the Indianapolis Muster this year.

Good of the Order: The SPAAMFAA National Winter Convention was discussed in brief. The convention runs from Wednesday, February 15th through Saturday, February 18th. The Miles Greenwood Historical Society in Cincinnati, Ohio, are the hosts for it this year.

Rodger Birchfield shared pictures of the Sidney Fire Department's Magirus that he found on the Youngstown Fire Department website (<http://www.youngstownfire.com>).

Rodger Birchfield talked about the fire station that he found in Georgetown (Grand Cayman). They have five brand-new Oshkosh crash trucks!

Jeff Henry and Scott Rollins mentioned some "roadside" rig finds. They came across a Mack CF along with two former Indianapolis Fire Department Maxims (now scrapped, unfortunately) down South.

Meeting adjourned at 2:40 PM.

January Minutes

submitted by Secretary Trina Falk

Sunday, January 08, 2006 Location: Wayne Township Fire Department Headquarters, Indianapolis, Indiana Meeting called to order by President Bruce Neal at 2:15 PM.

Treasurers Report: The treasurer's report was read. Motion was made to accept the Treasurer's report, motion passed.

South Region Report: No South Region report.

North Region Report: No Northern Region report.

Election: Elections were held for the 2006 term. The officers for 2006 are as follows;

President: Rodger Birchfield
Vice President: Jeff Henry
Secretary: Trina Falk
Treasurer: Russ Lambert
Board of Directors – 3 Year Term: Arlinda Rollins

Old Business: No Old Business reported.

New Business: Jeff Henry would like to set-up a road trip to either South Bend or Chicago this Spring, possibly in April. There was interest in the trip to Chicago, and Jeff will be gathering information on the possibility of making the trip there.

Jeff Henry also mentioned that we have been invited to bring apparatus to the Chicago Fire Academy's Muster this summer.

On that note, dates for this year's musters were discussed in brief.

Good of the Order: Scott Rollins informed those in attendance at the meeting that the club could continue to pursue purchasing a printer if there was still interest.

Meeting adjourned at 3:00 p.m.

Have you considered joining SPAAMFAA?

The Society for the Preservation and Appreciation of Antique Motor Fire Apparatus in America® (SPAAMFAA) is a 3500 member international organization.

An individual (\$25 a year) membership in SPAAMFAA brings you the award winning quarterly publication: Engine-Engine, plus a subscription to the Silver Trumpet, the inter-chapter newsletter and a copy of the annual Membership and Apparatus Roster and one copy of the Sources Guide.

If interested contact one of your PPSI officers for an application.

PPPSI
PO Box 51605
Indianapolis, IN.
46251-0605



The Indiana chapter of
SPAAMFAA

Upcoming meetings and events

March 4th 2006 Swap meet, tentative
Cleveland, Ohio

March 5th 2006 Meeting at Wayne Twp.
Fire HQ at 2:00 p.m.

April 1st & 2nd 2006 1st Annual PPSI
Road Trip, This year it is to South Bend. See
page 4.

April 2nd 2006 Meeting at Kokomo
Automotive Heritage Museum at 2:00 p.m. More
information on page 4.

April 29th 2006 Firematic Swap Meet in
Jackson, Michigan.

May 6th 2006 Meeting at Wayne Twp. Fire
HQ at 2:00 p.m.

Rig of the Month



Pictured above is Russ Lambert's 1969 ALF pumper. The rig is powered with a Detroit Diesel and has a 5 speed transmission. The pump is a 1000 g.p.m. The rig was purchased new by the Martinsville, Indiana Fire Department (Rodger has a good story about this) and eventually ended up at the Madison Township (Morgan County) Volunteer Fire Department. Russ being a member of Madison purchased the pumper from them when it was no longer needed.