

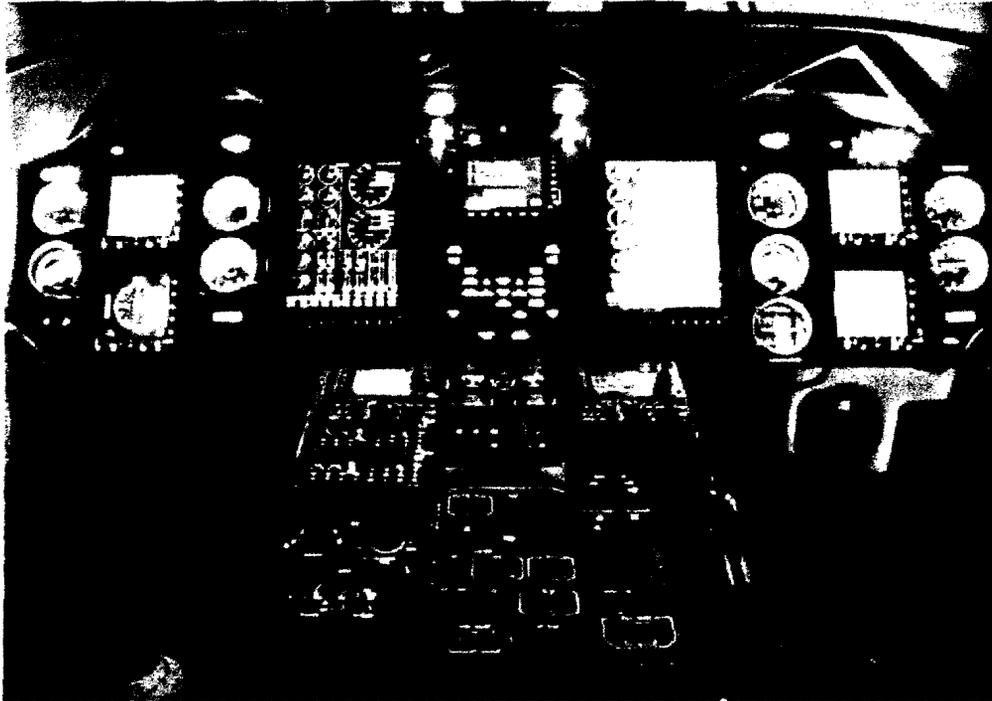
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DATE DISTRIBUTED 3/22/11 DATE OF ARTICLE 3/18/11 NEWSPAPER Verticle Magazine

Another Aero Dynamix First

Monday, March 07, 2011

Aero Dynamix, Inc., located in Euless, TX, (DFW area) has been awarded the first Supplemental Type Certification (STC) approval by the FAA for the installation of a Night Vision Lighting System in an Erickson Air-Crane S-64F helicopter on July 28, 2010. This issuance is



Aero Dynamix's twenty-fourth FAA-STC certificate in addition to two EASA-STC certificates. "The night vision system from Aero Dynamix expands the S-64's capabilities, enabling the aircraft to operate during nighttime hours, as well as enhancing the S-64's flight deck," said Udo Rieder, Erickson Air Crane President and CEO.

"This was a very exciting project for us" said Mike Guinn, Director of Sales and Marketing for Aero Dynamix. "The Erickson S-64 is such an amazing aircraft. It is out doing work only it can do all over the globe. It is great to be a part of that."

All FAA conformity inspections and flight tests were completed on July 20. Aero Dynamix outfitted this Air-Crane with NVG compatible lighting to provide safety enhancements for night flight operations. Aero Dynamix, setting the standard in Night Vision Technology for the last 16 years, currently holds 24 STC approvals for Night Vision Lighting Systems for 36 different aircraft models with numerous STC projects in the works as well as having the first 2 ever issued EASA NVG STC validations and additional ones pending.

ABOUT AERODYNAMIX

Aero Dynamix Inc. is located in Euless, Texas and is the industry leader in NVG cockpit modifications. Aero Dynamix currently holds 24 Supplemental Type Certificates involving 36 different aircraft along with two EASA certificates. (www.aerodynamix.com)

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DATE DISTRIBUTED 3/22/11 DATE OF ARTICLE 3/12/11 NEWSPAPER FWST

Haltom City fire chief will take the same job in Euless

Wes Rhodes has been a Haltom City firefighter for a quarter-century — the last four years as chief. Now he's moving, but not far. Rhodes has been named fire chief in Euless; he starts April 11.

Rhodes said he couldn't pass up the challenge of leading a larger department.

Rhodes is also chairman of the Tarrant County College Fire Academy, where he has taught for 16 years.

By Terry Evans
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EULESS — The new fire chief won't have to move his gear far.

Wes Rhodes has been a Haltom City firefighter for a quarter-century — the last four years as chief.

"Wes has led that department through some difficult periods with the flooding, tornado and other natural disasters they have had the misfortune of experiencing," Euless City Manager Gary McKamie said. "Through it all, he has raised that department to a higher level."

Rhodes settles into the \$124,000 position April 11, replacing Robert Isbell, who left Dec. 1 for a job in



Wes Rhodes is looking forward to leading a bigger department. Star-Telegram archives

Midland. Fire Marshal Paul Smith has been interim chief.

Rhodes said that it's difficult to leave Haltom City but that he can't pass up the challenge of leading a larger department.

"At this point in my career, it's extremely enticing and I'm very excited about it," he said.

Deputy Chief Joel Thompson will fill in at Haltom City while a replacement is found, City

Manager Tom Muir said. "I'm going to be deliberate about it, not in a rush," he said. "I have every confidence in the interim chief."

Rhodes said that he and Thompson "grew up together" in the Haltom City Fire Department.

"We tested together in 1985 to hire on with Haltom City," he said.

Rhodes became deputy chief in 2002 and chief in 2007.

"That's when I appointed Joel as deputy chief," he said.

While working his way through Haltom City's fire ranks, Rhodes also became chairman of the Tarrant County College Fire Academy, where he has taught for 16 years. Besides an associate degree in fire technology, he holds numerous fire-fighting-related certifications. He is the three-time Haltom City Company Officer of the Year and nine-time Fire Academy Top Instructor and was once named Fire Academy Instructor of the Year, among other professional honors.

Fire chief ready for new city and new challenges

Wes Rhodes is leaving Haltom City and will start in Euless on April 11.

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New pipeline will help conserve drinking water

It will carry reclaimed water that can be used at parks and golf courses and in the airport's air-conditioning system.

By Bill Hanna
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When Fort Worth completes an 11.5-mile reclaimed-water pipeline this summer, it will allow Dallas/Fort Worth Airport, Arlington and Euless to shift some of their usage away from potable water.

The reclaimed water can be used on ballfields and golf courses and even in the airport's cooling towers.

It was a distinctive enough approach that the Environmental Protection Agency awarded a \$16.3 million interest-free loan to help build the project.

Funded with federal stimulus money, the pipeline is "a creative solution to increased demands on regional wastewater

treatment plants," J. Kevin Ward, executive administrator of the Texas Water Development Board, said in the state agency's annual report.

"We expect to have the pipeline completed hopefully in May so the system can become operational no later than early June," said Mary Gugliuzza, a spokeswoman for the Fort Worth Water Department.

Easing strain on lakes

Water Department officials expect the pipeline to carry 2 million gallons of reclaimed water per day at first, but it will have the capacity to carry 14 million per day.

By comparison, the department, including its 29 wholesale customers, used 170 million gallons per day last year. But water usage can be much higher. In 2006, Fort Worth set a record with an average of 207 million gallons per day.

Anything that eases the strain on Tarrant Regional Water District lakes is welcomed. The 50-year water plan calls for 23 per-

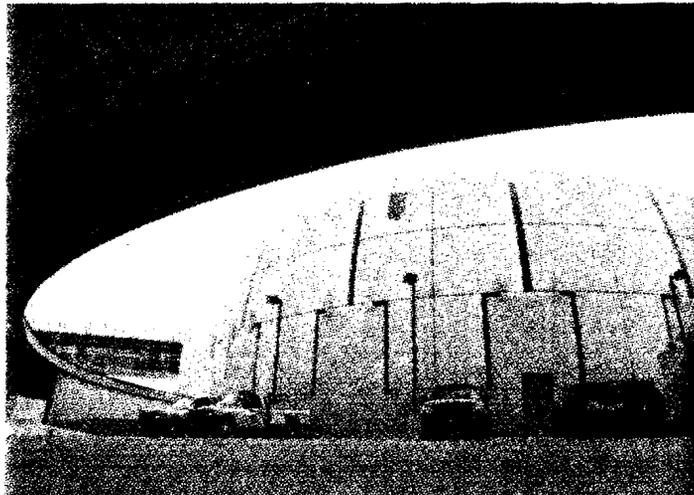
cent of future needs to come from conservation and reuse.

"Our sources are all the same," Gugliuzza said. "We're all tapping into those lakes."

At D/FW Airport, officials hope to shift about 25 percent of water usage from potable to reclaimed water for irrigation, gas drilling operations and the cooling towers. The airport cools about 700,000 gallons of water at night to keep terminals air-conditioned during the hottest part of the day.

In its 2007 Reclaimed Water Priority and Implementation Plan, Fort Worth identified the potential top 125 users of re-

claimed water in its system, including wholesale customers. D/FW Airport, Euless and Arlington were in the top 20.



Dallas/Fort Worth Airport cools about 700,000 gallons of water in these towers at night to keep terminals air-conditioned during the hottest part of the day. The airport plans to shift that usage to reclaimed water.

Star-Telegram archives/Rodger Mallison

Interest from developers

Water Department officials have talked about adding more reclaimed-water capacity to the controversial Mary's Creek wastewater treatment plant, which is on the drawing boards on the city's west side. Fort Worth is studying the potential environmental impact on Mary's Creek. Neighborhood groups oppose the plant, saying the creek cannot handle additional flows.

But the treatment plant could bring reclaimed water to new subdivisions when the Walsh Ranch area in far west Fort Worth is developed.

"There have been some discussion with developers to initially plumb for dual systems when those subdivisions are built," Gugliuzza said. "That's really the obstacle. It's not cost-effective to go back into developed areas. It's a lot more cost-effective to do that on the front end of development. There are no commitments from developers, but there is some interest."

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Meet TEX, the Tarrant Express commuter rail line

☐ The T hopes the new name raises visibility.

By Gordon Dickson
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It's a bold project that supporters say could redefine how people live and work on the western side of the Metroplex. But until now, the proposed construction of a commuter rail line from southwest Fort Worth to Grapevine and Dallas/Fort Worth Airport has suffered a bit of an image problem.

Perhaps it was because the project had a name that was about as clunky as a 19th-century boxcar: the southwest-to-northeast corridor. To snazz up the project, the Fort Worth Transportation Authority agreed last week to rename the project Tarrant Express, TEX for short.

"We felt it was important to provide it an official name that would create higher visibility and excitement within the region and greater recognition within Washington, D.C.," T President Dick Ruddell said.

Grapevine officials,

who are contributing proceeds from a 3/8-cent sales tax to help cover some of the project costs, were also consulted about the name, T spokeswoman Joan Hunter said.

Another express

But even so, the fresh moniker could cause confusion in Northeast Tarrant County, Eules Mayor Mary Lib Saleh said. There, a \$2.5 billion project with a strikingly similar name — the North Tarrant Express — is under way. The North Tarrant Express includes the reconstruction and expansion of Northeast Loop 820 and Texas 121/183.

"That name is much too close to North Tarrant Express," she said. "There is too much potential for confusion. It seems to me there are a lot of smart people in this community who could come up with something more clever than that."

But officials at the Texas Department of Transportation, where the phrase North Tarrant Express was coined several years ago, say they're happy to share

similar names with the T.

"TxDOT supports the T's commuter rail plan and the Tarrant Express name," department spokesman Val Lopez said. "TxDOT and the T are working toward the same goal."

Naming process

A committee of T board and Grapevine City Council members decided upon the name after deliberating various possibilities, including 10 names submitted by *Fort Worth Weekly* readers in a naming contest, Hunter said. The subcommittee unanimously liked Tarrant Express — especially the nickname TEX — and took that recommendation to the T board last week, she said.

The line would connect southwest Fort Worth to Texas Christian University, the medical district, downtown, the Stockyards, Grapevine's Main Street and the north end of D/FW Airport. There is growing interest in extending it to Addison, north Dallas and Plano.

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