



# Flight 506 News

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## September Meeting Minutes

By Byron Covey

After the membership had enjoyed the annual fried green tomatoes breakfast, which also included sausage, potato casserole, scrambled eggs and homemade sticky buns, all washed down by OJ and coffee, President Dan Harden called the meeting to order at 0905.

24 members and guests were present.

### Old Business:

Johnston County Airport day (10-8-05) was discussed. Members signed up for the critical jobs. If you have not signed up for a job, please come to the open house anyway – there will be plenty of opportunities to assist and to have a good time.

### Guests:

Guests Ken Dunaway and Kevin Wetzel were introduced. Ken is interested in Sport Light Aircraft. Kevin is restoring a Cessna 175, and is working on a Moni Motorglider.

### Nominating Committee:

A committee was selected to present nominations for chapter officers for 2006. The committee consists of Byron Covey, Jack Schultz, Martin Moore, Ron Normark and Dan Harden. Officer positions include President, Secretary, Treasurer, Maintenance Manager, Young Eagles Coordinator, and Newsletter Editor.

Contact one of the committee members if you have questions about, or are interested in, any of the positions.

### Secretary report:

The minutes from the August meeting were approved as published in the newsletter.

### New Business:

Byron Covey proposed that members bring to each meeting a piece of a project, photos of a project, assembly drawings, or anything else associated with designing, building or restoring airplanes. The items would be used in an informal “show and tell” activity before or after each meeting. As an example, Byron displayed the foam and fiberglass seat back / fuselage bulkhead from his Glasair project.

The meeting was adjourned.

## EAA Chapter 506 History

EAA Chapter 506 was incorporated in the fall of 1974 by Harold Shehane who became the first president, and has been a vital member ever since. Following the untimely death of Harris Woods, the club's mentor and advisor, the group officially became the Harris L. Woods Memorial Chapter.

The chapter met in various locations until they were gifted with a manufactured building by Piedmont Aviation in 1998.

EAA 506 has 30 members this year.

## Young Eagles Rally

In November, 2002, Chapter 506 was asked to sponsor a Young Eagles rally for a Boy Scout encampment. That Saturday, 245 Scouts became Young Eagles.

In September, 2004, EAA 506 held a rally in conjunction with the first annual Johnston County Airport Day, and 215 Young Eagles flew that day.

The chapter will hold a Young Eagle Rally on October 8th during this year's airport day. Please come out and participate! The Young Eagles program could not be possible in our area without the support of Jim and Sandy Dukeman and many local pilots dedicated to introducing young people to the thrill of flying.

## So there I was ...

by Dave Courtney

on the road in Clearwater, Florida. I was on final to the Clearwater Executive Airport racing a thunderstorm in a Schweitzer 2-33 glider. I was following a Cessna and I think I was ahead of a Piper. Interesting place to be between two powered aircraft and a must land situation.

I was on a business trip for IBM that allowed me to spend the weekend in Florida with my twelve year old daughter, Karen. It was Karen's first trip to Florida. She came with me because Mary Lynne had a trip to Chicago that she had to take. So Karen got to stay in a beachfront hotel during the day with room service, TV, and the pool to keep her busy. She had a great time.

Since we were going to be there for the weekend, I had checked out possible places to fly gliders in the Clearwater area. Saturday afternoon found us at the Clearwater Executive Airport talking to the glider operation about getting a check out in their 2-33. Karen and I walked out to the line and looked over the glider. Since I was going to be riding with an instructor, Karen was going to have to stay on the ground and wait.

The instructor suggested that Karen might like to ride in the back of the tow plane that they were using, a Citabria. Karen said "sure". So they strapped her into the plane and taxied out in front of the glider for the hook-up. The tow took us to two thousand feet above the airport and off to the side toward the Gulf of Mexico. I pulled the release and then watched in amazement as the tow plane did a wing-over and dive back to the airport. The last I saw of the plane it looked like it was heading straight down. I thought Karen was certainly getting an interesting ride.

My flight was uneventful and of the 15 minute variety since we did not find any thermals near the airport. I noticed some cloud buildup to the West as we got set to take a second flight. Karen came over to the glider and said the ride was fun and could she go again. She got back in the Citabria and the performance was repeated. I think she thought it was like an "E" ride at Disneyworld. I thought it was amazing that she would go for a second ride.

So my second flight was pretty much like the first except that we suddenly were sharing the airspace with a Florida afternoon thunderstorm. We could see the curtain of rain approaching and it was a toss up whether or not the rain would get to the base leg before we did. It was one of the best approaches and landings I had done in a 2-33. It was like riding a rail right down to the airport. The glider was stabilized and kept up a high speed approach right until the flare. The flight instructor said "nice job".

So the last thing we had to do was pull the glider to the tie down area and cover it up. The instructor was willing to do it alone, but I could see the rain touching the end of the runway. Karen and I helped tie the glider down and then we ran for the office. We were soaked to the skin before we made it. The storm dumped almost two inches of rain in the next half-hour. We gave the instructor a ride to his apartment on the way back to our hotel. By the time we got back to the beach, the storm was over and gone.

At the end of the weekend we had to fly back North to Poughkeepsie, New York and the cold Spring weather. The thing I remember most is the grin on Karen's face after the dive to earth. The second thing of course is the perfect approach and landing. It doesn't happen very often and so you remember the good ones. Be safe flying.

## Searching for Health Information on the Web

By Karen L. Courtney<sup>1</sup>, RN, MSN

In 2005, approximately, 95 million adult Americans looked online for health information (Fox, 2005). Eighty-two percent of adults between ages 50 and 64 and two-thirds of adults ages 65 and older used the Internet to search for health information in the last year (Fox, 2005). With this large audience, it is not surprising that there are a vast number of health-related web sites. The quality of information found at these websites can vary substantially though.

However half of online health information seekers rarely check the source or date of the information found (Fox & Rainie, 2002). Online health information seekers are also more likely to begin their searches for health information with a search engine (google or yahoo for example) rather than a specific health site (Fox, 2002).

"Consumer WebWatch, a project partly funded by the Pew Charitable Trusts, found that only 39% of Internet users knew that some search engines are paid to list some sites more prominently than others." (Fox & Rainie, 2002).

If your health information search begins with a search engine or with a particular health site, there are several key questions you can ask to see if the information is credible.

The National Library of Medicine recommends assessing the following items:

<http://www.nlm.nih.gov/medlineplus/healthywebsurfing.html>

- ◆ Consider the source – Use recognized authorities
- ◆ Focus on quality – Is this information reviewed before posting?
- ◆ Be a cyber skeptic – Is this too-good-to-be true?
- ◆ Look for the evidence – Is this information based on research or opinion?

- ◆ Check for currency – When was the last time this information was updated?
- ◆ Beware of bias – Who is sponsoring this information?
- ◆ Protect your privacy – What is the privacy policy of this web site?
- ◆ Consult with your health professional

You may want to start health information searches from well-recognized health information sites. Here are a few, recognized by the Medical Library Association.

<http://www.mlanet.org/resources/medspeak/topten.htm>:

Cancer.gov

<http://www.cancer.gov>

Centers for Disease Control and Prevention (CDC)

<http://www.cdc.gov>

FamilyDoctor.org

<http://familydoctor.org>

Healthfinder

<http://www.healthfinder.gov>

HIVinSite

<http://www.HIVinSite.ucsf.edu>

KidsHealth

<http://www.kidshealth.org>

Mayo Clinic

<http://www.mayohealth.org>

Medem Medical Library

<http://medem.com/MedLB/medlibentry.cfm>

Medline Plus (English)

<http://www.medlineplus.gov>

Medline Plus (Spanish)

<http://www.medlineplus.gov/esp>

NOAH – New York Online Access to Health

<http://www.noah-health.org>

No matter where your information comes from, it is always a good idea to discuss your questions and concerns with your own health provider. Health professionals are very open to discussing questions raised from your online health information searches (Fox & Rainie, 2002).

<sup>1</sup> Karen L. Courtney, RN, MSN

(Karen is a National Library of Medicine Pre-doctoral Informatics Fellow pursuing a PhD in Nursing at the University of Missouri – Columbia.)

#### Sources:

Fox, Susannah. *Health Information Online*. Washington, DC: Pew Internet & American Life Project, May 17, 2005.

Fox, Susannah & Rainie, Lee. *Vital Decisions*. Washington, DC: Pew Internet & American Life Project, May 22, 2002.

## 2005 Chapter 506 Programs & Activities:

<i>Date</i>	<i>Program Responsibility</i>
January 8	Neal Foote
February 12	Dan Harden
March 12	Joe Mancusi
April 9	Jack Schultz
*April 23, Saturday	Visit to the Schultz's to see their Zenith 601 HD
May 14	
June 11	Mort Altman
July 9	Larry Fink
August 13	
September 10	Dan Harden
October 8	Young Eagles Rally, Johnston County Airport Open House
November 12	Jack Schultz
December 10	

\* Between meeting events

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## ***EAA Chapter 506:***

*3149 Swift Creek Road, Smithfield, NC 27577*

<b><i>President</i></b>	<b><i>Dan Harden</i></b>	<b><i>919-550-5177</i></b>
<b><i>Secretary</i></b>	Byron Covey	919-577-6582
<b><i>Treasurer</i></b>	Jack Schultz	919-779-0261
<b><i>Facilities Manager</i></b>	Michael Maltby	919-218-0132
<b><i>Technical Advisors</i></b>	Bob Woods	919-581-0640 or 0690
	Bob Scott	919-359-2865
<b><i>Flight Advisor</i></b>	Joe Mancusi	919-661-4130
<b><i>Newsletter Editor</i></b>	Debbie Fink	919-550-0966
<b><i>Librarian</i></b>	Bob Scott	919-359-2865

Send Flight 506 news submissions to Debbie Fink, EAA Chapter 506 Newsletter Editor, 201 Pheasant Run, Clayton, NC 27520, or by email to [dfink@nc.rr.com](mailto:dfink@nc.rr.com)

# **Flight 506 News**

EAA Chapter 506 Newsletter  
201 Pheasant Run  
Clayton, NC 27520



**TO:**