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Obituaries

Mr. Marcus Alexander Anton

Mr. Marcus Alexander Anton, 54, passed away peacefully Saturday, June 30, 2012, at his home.

Funeral services were held on Saturday, July 7, 2012, at Olivet United Methodist Church in Lilesville with Father Gregory Georgiou officiating. Interment followed

in the church cemetery.

Mark was born May 18, 1958, in Wadesboro, a son of George Thomas Anton of Grover, NC and the late Lela Frances Goodwin Anton. He was a licensed electrician and had worked with Starr Electric. He was a veteran of the United States Navy and was loved by many.

Surviving are his father and step-mother, George and Elaine Anton of Grover; his brother and sister, George A. Anton of Maiden, NC and Sylvia Anton of Indian Trail, NC; and his niece, Eva (Billy)

and their children, Ethan, Lucas and Lydia.

The family suggests memorials be made to Hospice of Union County, 700 W. Roosevelt Blvd., Monroe, NC 28110 or to Olivet United Methodist Church, c/o Martha D. Goodwin, 3788 Stanback Ferry Rd., Lilesville, NC 28091.

The arrangements were in care of Leavitt Funeral Home. Online condolences may be made at leavittfuneralhomewadesboro.com.

Thunderstorm Hazards Include Damaging Wind

Damaging wind from thunderstorms is much more common than damage from tornadoes. In fact, many confuse damage produced by "straight-line" winds and often erroneously attribute it to tornadoes. The source for damaging winds is well understood and it begins with the downdraft. As air rises, it will cool to the point of condensation where water vapor forms tiny water droplets, comprising the cumulus cloud we see. As the air continues to rise further condensation occurs and the cloud grows. Near the center of the updraft, the particle begin to collide and coalesce forming larger droplets. This continues until the rising air can no longer support the ever increasing size of water drops.

Once the rain drops begin to fall friction causes the rising air to begin to fall towards the surface itself. Also, some of the falling rain will evaporate. Through evaporation heat energy is removed from the atmosphere cooling the air associated with the precipitation. As a result the cooling, the density of the air increases causing it to sink toward the earth. The downdraft also signifies the end of the convection with the thunderstorm and it subsequent decrease.

When this dense rained-cooled air reaches the surface it spreads out horizontally with the leading edged of the cool air forming a gust front. The gust front marks the boundary of a sharp temperature decrease and increase in wind speed. The gust front can act as a point of lift for the development of new thunderstorm cells or cut off the supply of moist unstable air for older cells.

Downbursts Downbursts are defined as strong winds produced by a downdraft over a horizontal area up to 6 miles (10 kilometers). Downbursts are further subdivided into microbursts and macrobursts.

Microbursts and Macrobursts A microburst is a small downburst with an outflow less than 2½ miles (4 kilometers) in horizontal diameter and last for only 2-5 minutes. Despite their small size, microbursts can produce destructive winds up to 168 mph (270 km/h). Also, they create hazardous conditions for pilots and have been responsible for several disasters.

For example...As aircraft descend (right) into the airport they follow an imagery line called the "glide slope" (solid light blue line) to the runway. Upon entering the microburst, the plane encounters a "headwind", an increase in wind speed over the aircraft. The stronger wind creates additional lift causing the plane to rise above the glide slope. To return the plane to the proper position, the pilot lowers the throttle to decrease the plane's speed thereby causing the plane to descend. As the plane flies through to the other side of the microburst, the wind direction shifts and is now a "tailwind" as it is from behind the aircraft. This decreases the wind over the wing reducing lift. The plane sinks below the glide slope. However, the "tailwind" remains strong and even with the pilot applying full throttle trying to increase lift again, there may be little, if any, room to recover from the rapid descent causing the plane to crash short of the runway.

Since the discovery of this effect in the early to mid 1980's, pilots are now trained to recognize this event and take appropriate actions to prevent accidents. Also, many airports are now equipped with equipment to detect microbursts and warn aircraft of their occurrences.

A macroburst is larger than a microburst with a horizontal extent more than 2½ miles (4 km) in diameter. While also not quite as strong as a microbursts they can produce winds as high as 130 mph (210 km/h). Damaging winds generally last longer, from 5 to 20 minutes, and produce tornado-like damage up to an EF-3 scale.

In wet, humid environments, macrobursts and microbursts will be accompanied by intense rainfall at the ground. If the storm forms in a relatively dry environment, however, the rain may evaporate before it reaches the ground and these downbursts will be without precipitation, known as dry microbursts.

Extension Notes Aviation Safety for Children During Summer Travel

Many families will choose to vacation this summer in places far enough away that travel by air will be necessary. For those parents and caregivers, extra precaution is needed to keep their children safe when they travel. According to the Federal Aviation Administration (FAA), the safest place for a small child on an airplane is in an approved child safety seat.

The FAA has developed a new website and online information toolkit with information about how to keep children safe when traveling by air. Adults flying with young children can access the site and background information at www.faa.gov/passengers/fly_children.

For years, safety guidelines have recommended that all passengers should be properly restrained onboard commercial aircraft, including children under 2. When purchasing airline tickets, parents and caregivers should contact the air carrier to see if there are any discounts available for children, since buying a ticket for a child is the only way to guarantee that a child safety seat can be used during flight. Before flying, parents and caregivers should check to make sure that their child restraint system is approved for use on an aircraft. This approval should be printed on the system's information label or on the device itself.

Children should have the same protection adults have in the airplane cabin and by using an approved child restraint device, even the most vulnerable passengers will have much-needed protection in the event of an emergency.

The FAA recommends that a child weighing less than 20 pounds use a rear-facing child restraint system. A forward facing child safety seat should be used for children weighing between 20 and 40 pounds. The FAA has also approved one harness-type device for children weighing between 22 to 44 pounds.

It is strongly recommended that children should always ride properly restrained on every trip, on the ground and in the air. The safest place for a child under two on an airplane is in a child safety seat, not on a parent's lap.

Whenever possible, parents should travel with a safety seat for use before, during and after a plane ride.

By Janine B. Rywak

Nominate Anson County Farmers

The Chairman of USDA's North Carolina Farm Service Agency (FSA) has important advice for area farmers and producers:

"Nominate candidates to your FSA Anson County Committee! Anson County agriculture needs good farmers to serve." Pender Sharp, a Wilson County farm business owner and Chairman of North Carolina's FSA State Committee, was referring to the election of Members to FSA's Anson County Committee, a process now underway.

"The Anson FSA County Committee puts the farm community directly in front of the U.S. Department of Agriculture," said Sharp. "A nomination to the County Committee ensures that Anson County landowners, farmers and producers have influence in decisions critical to USDA business!"

Anson County FSA Committee Members make decisions on disaster and conservation programs, emergency programs, commodity price support loan programs and other agricultural issues.

Farmers and producers may nominate themselves or others. Organizations representing minorities and women may nominate candidates. To become a candidate, eligible individuals must sign nomination form FSA-669A. This form - and other information about FSA County Committee elections - are available at FSA.usda.gov/elections, or the Anson County Farm Service Office located at 1758 Morven Road in Wadesboro. Election nomination forms must be postmarked or received in the Anson County USDA Service Center by close of business August 1. Elections take place this fall.

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