

11/8/2007

Minutes from the November meeting of the Metro Atlanta Chapter of the AMS/NWA

The meeting was held at Georgia Tech in the Ford Environmental Science and Technology building, room L1175, at 7 PM. The meeting lasted 1.5 hours and there were 23 people in attendance, 17 of which were members representing a quorum of the chapter membership.

Presidents Report, Stephanie Klipfel: The annual meeting for the AMS is in January in New Orleans. If you are going, let one of the exec officers know. There will be no local meeting in December because of the Holidays.

Report from Lans Rothfusz, Vice President of the National Weather Association:

Lans just returned from Reno where the Annual meeting of the NWA was held. He said that it was the best meeting of the NWA that he has attended. The NWA is definitely on its way up! Lans believes that the organization is making huge improvements. There is a new look to the webpage and there is also a new updated layout to the NWA Digest, be on the look out for it! The organization is undergoing an influx of members so if you are not a member of the NWA, join now.

Presentation from Trisha Palmer, President-elect:

Trisha presented the findings of the Exploratory Committee that the chapter created to look into putting on a Regional Conference covering "Inland Effects of Tropical Cyclones."

2.5 day conference (Wed-Fri) in the Spring of 2009)

There would be no public day

Most likely during Hurricane Awareness week (before Memorial Day weekend)

Some other conferences are near that date, and some TBA, but not the same week

Sponsors → AMS vs NWA , similar help from both, but NWA offered a little more, no \$\$\$ from either....other possible sponsors: TWC, CNN, Delta, etc.

Locations vs cost: Atlanta (More attractions but also more \$\$),

Peachtree City (less expensive, less attractions)

Communication: we have a Google group which allows for easy discussion by email. If you would like to join, let us know!

Problems: Lack of Support!!! So far a vast majority of the interest and work has come from the NWS, but this is supposed to be a Metro Chapter conference, not NWS.

Positives: Could increase our exposure and membership as a chapter, lots of MET's in ATL, students at GT and UGA can help...it can be done

Proposal 2:

There is the **possibility** that the annual nation-wide NWA conference for 2009 will be held here in ATL. We are in the final 4 so far. If this is the case, we could not

really have that conference plus the one we want to have in the same year...so...it has been purposed to the powers that be within the NWA (including Lans!) that we could have a day of the NWA conference devoted to our conference, that is, "Inland Effects of Tropical Cyclones."

This would solve our problem of lack of money and support, as this would be provided by the national NWA.

Positives: Plenty of Money and Support, a lot of the leg-work would be done, still good exposure for our chapter

Negatives: It's not for sure that the meeting will be in Atlanta, we will not know this until Summer 2008, which does not leave us much time to prepare for our own conference if they do not come to Atlanta. Not as much exposure for our Chapter.

The proposal was to continue planning our conference as if we are going to hold the meeting ourselves (only do not confirm plans), and when getting price quotes, get them for the national meeting in October as well as for a regional conference in May. If NWA chooses Atlanta, it will be easy to take what we have done up until then and apply it to the National meeting. If they do not choose ATL, continue as we were all along.

A vote was taken "On the proposal to help host our own local conference on Inland Effects of Tropical Cyclones during 2009, either as a local chapter or in conjunction with the National Weather Association's Annual Meeting. The Vote was unanimous (17-0) as all 17 members in attendance voted in favor of the proposal.

We then had our Invited Speaker, Mr. Jim McCracken from Norfolk Southern Railroad company speak to the chapter. Mr. McCracken is a civil engineer and he deals with how weather relates to railroad operations.

Norfolk Southern operates in the Eastern US only but has over 21,000 route miles of railroads. A large snowstorm in the northeast can cost the company over \$1,000,000 in a single day in lost operations!

The weather impacts the railroad in many different ways including contracting rails in cold weather, mudslides, floods, wildfires, rockslides, bending from heat, along with severe weather and hurricanes. Mr. McCracken showed incredible pictures of all of these instances.

He also shared with us the aftermath of Katrina from the company's perspective, which was quite amazing. The preparation by the company along with their swift response, made them the first rails back up after the hurricane saving the company millions and allowing the relief effort to increase. The pictures he shared were remarkable and we thank him from speaking to us.