

# Metro Skywarn Newsletter

Editor: Dave Johnson, NØKBD  
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## Metro Skywarn to Incorporate!

In a flurry of activity this year, Metro Skywarn has written and passed a new Constitution and Articles of Incorporation and Bylaws. This is new for Metro Skywarn. It has never had a formal structure, officers, or rules to conduct business. A copy of each is available by sending a self addressed 9x14 envelope and 3 units of postage to Dave Johnson 22450 Palisade St. NE Bethel, Mn. 55005.

All spotters who trained in 1993 and 1994 are designated as regular members. Anyone can attend meetings and participate, but only regular members can vote to elect officers. Please use your new privilege and attend the first annual meeting of Metro Skywarn. It will be held this year at Hamfest Minnesota at the St. Paul Civic Center October 29, 1994 at 2pm in Room C15.

Come meet the active leaders in Metro Skywarn and vote for the Metro Skywarn Board of Directors. There will be a review of these years severe weather activity and net operations as well as up-to-date reports on other projects. Scott Woelm, AA0BW will show some of his hot severe weather video!

The plan to incorporate will be carried out over the next few months. After incorporating, Metro Skywarn will seek 501c3 tax-exempt status with the Internal Revenue Service. The purpose of this project is two fold. First of all, with all the new people and organizations involved in the leadership process, there needed to be a decision making process. Secondly, in order to ensure the future, there is a need to be able to raise funds. Foundations and other funders are much more inclined to provide support to tax-exempt corporations because contributions are tax-deductible.

The new Board of Directors will meet as much as monthly year round to conduct Metro Skywarn business. During the winter, the Board will be recruiting Committee Chairs and members who will help conduct Skywarn business and get all the work done. A lot of help is needed. People with an interest in Metro Skywarn, but especially those with fundraising skills, a technical expertise, experience in emergency communications, administrative or organizing skills are urged to contact Dave evenings at 434-0600.

## Skywarn Q and A

By Dave Johnson, NØKBD

Q: Why do the net controls sometimes not take reports from former spotters or untrained Amateurs with severe weather to report?

A: Metro Skywarn is a RACES operation. RACES stands for Radio Amateur Civil Emergency Service. RACES stations are authorized by local governments to provide communications during emergencies. The Federal Emergency Management Agency sets the rules for RACES stations to operate. As we understand it, RACES stations are only allowed to communicate with RACES registered stations. In Metro Skywarn, that means currently registered spotters, or those who have trained in the last two years.

We also want to provide the National Weather Service with accurate and timely information. The best way is to regularly train spotters. For us that means you must every two years.

We also believe the under FCC rules, at times emergencies change all the rules. This enables the Radio Amateur to respond with flexibility and appropriately to the emergency, whatever it is. That means if you see an emergency situation, any event that puts at risk human beings or property during a Metro Skywarn net, even if you are have not trained in the last two years, please do check in and pass on the information. This includes funnel clouds, tornadoes, damaging winds and even car accidents.

This topic will get further research and another look before the 1995 severe weather season. We'll let you know if something changes.

Q: Why are the nets run so formally like law enforcement procedures?

A: Net operators have their hands full during a net. They have two Amateur frequencies and nets to operate, a weather band radio with which to communicate with the National Weather Service (NWS), a radar display and a scanner to monitor local law enforcement frequencies as well as an actively ringing phone. On top of all that is the knowledge that lives are at stake should severe weather break out. Anything less than a formal net procedure would add an intolerable level of confusion to an already overwhelming situation.

Q: Your net operators sometimes don't seem to know your own procedures and seem disorganized at times. What's up?

A: As stated above, net operations is a confusing process. Most of our net operators have been involved only the last year or two and have practiced their skill only a few times. That is because severe weather hasn't been particularly regular in the last couple years. So bear with us, we are learning!

Q: I took a Metro Skywarn class in May and didn't get my number until July. What gives?

A: For the first time in my recollection, everyone worked together to get training done early this year. Many classes were held beginning in the last week of March until mid-April. Unfortunately, spotters seem to be more used to training in May and June so attendance was low at the early classes and picked up later. Approximately 400 spotters

were trained in total this year. It was colossal effort to try to get the ID cards done in a timely fashion.

Next year we are determined to do two things to make this better. We will try to develop a procedure to hand out confirmation cards at the classes. That means tests will need to be scored also. We will again attempt to have the training all but done by the end of April. We need your help to do this. Please attend a class early!

Metro Skywarn relies on volunteers to get the job done. Unfortunately, though we have lots of new people involved, we still don't have enough, particularly people to share the busy work of the Committees. A few people tend to take on most of the work. We need help with articles for the Newsletter, making phone calls, and help at hamfests and at Metro Skywarn classes. We especially need people who have been involved in Skywarn for a while who can answer some basic questions and people with fundraising skills. If you can help, call me at 434-0600.

## Agenda for the Annual Meeting

The meeting will be convened at Hamfest Minnesota at the St. Paul Civic Center on October 29, 1994 at 2pm in Room C15. The meeting will be adjourned at 4pm.

Election of officers.

Review of the 1994 Severe Weather Season.

What's new with Metro Skywarn?

Hot new video from Scott Woelm, AAØBW!

Election results.

## 1993 Mn Tornado Summary

by Scott Woelm AAØBW

The 1993 severe weather season in Minnesota was extremely active. The state saw record amounts of rainfall. The entire state saw a record amount of tornadoes. A total of 47 tornadoes dropped from the skies of Minnesota during 1993, and that tops the old modern day (1950-1993) record of 41, which was set in 1981.

The tornado season started on May 6, and went through August 9. The most active day occurred on June 8, which was a rare "High Risk" day here in Minnesota. A total of 12 small tornadoes struck various parts of the state. A close second was July 27, which produced a total of 11 tornadoes. Other notable dates included May 7 and June 7, which sported totals of 9 and 5 respectively. These two days produced the most damaging tornadoes of the year. The strongest tornado of 1993 occurred on May 7 between the towns of Jasper and Pipestone, which are located in Pipestone County. The F2 tornado damaged several farmsteads and caused 2.4 million dollars in damage. The Twin Cities Metro area also saw a tornado that produced damage. At approximately 3:30pm on July 7, an F1 tornado passed through parts of Ramsey County in the city of Shoreview. The

tornado damaged some homes, a few garages and uprooted several trees.

Unlike 1992, which had several strong, and even a few violent tornadoes, the typical 1993 tornado was weak, and short lived. Most of the tornadoes for 1993 were rated at F0 or F1. Tragically, it was an early morning F0 tornado that turned out to be the only killer tornado of 1993. On August 9, a tornado struck near the town of Littlefork, which is located in Koochiching County. The tornado hit a trailer home and destroyed it. The two people residing in the trailer were killed. Just an unfortunate reminder that even weak tornadoes can be killers.