

**LIGHTNING DATA CENTER
MINUTES
FEBRUARY 8, 2008
ST. ANTHONY CENTRAL HOSPITAL, DENVER, CO
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Monthly Quote: "Possibly one of the most significant factors to come out of the data is the percentage of strikes that occur in 'non-expected lighting condition' that is in clear air, no cloud or precipitation." From UK Military Aircraft Lightning Strike Reporting Over the Last 50 Years. Excerpted from: <http://www.sae.org/technical/papers/2001-01-2887>.

1. Meeting began at 11:45 AM and adjourned at 1:15 PM.
2. Members present: Foley, Langford, Nibbe, Mendez, Burrows, Clark, Gift, Gift-Cui, Mullan, Wells, Olson, Yarnell, Wachtel, and Elder. Ken Langford moderated the meeting.
3. Ken Langford and Dick Burrows announced the Lightning Safety Poster for hikers has been presented to the U.S. Forest Service for their review. Thus far, nothing has been heard from them. Hopefully, we'll be able to work with them before the start of this year's lightning season.
4. Ken also announced that the LDC will establish a more formal relationship with St. Anthony's. This is expected to have little to no impact on our meetings.
5. Al Nibbe mentioned that Glacier National Park in Montana does not appear to have much concern about lightning as tours that are run there do not evacuate the mountains when storms threaten. Al thought there might be a low incidence of lightning due to the high latitude. Ken suggested reviewing a lightning map to test that idea.
6. This month's featured speaker was Commander Kyle Weaver, Executive Officer for Standing Joint Force Headquarters, United States Northern Command, Peterson Air Force base, Colorado. His talk was entitled "Tactical Aviation Lightning Considerations". Cmdr Weaver grew up in Lowell, Indiana, majored in Computer Science and minored in French, and officially became a Naval Aviator in 1996. He has seen multiple deployments on aircraft carriers and has logged over 2200 hours of flight time in F/A-18 Hornets. He has 396 traps to his credit, of which, 155 were at night. A "trap" is a successful landing of an airplane on an aircraft carrier.

Cmdr Weaver gave some examples of aircraft accidents resulting from lightning strikes and the consequences thereof. The lessons learned resulted in four basic types of modifications to aircraft: continuous skin grounding, static wicks on trailing edges, electrical component isolation and/or shielding, and fuel cell isolation, some of which are done with foam cores and some of which are self-sealing.