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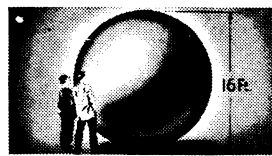
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War II, for instance. The team eventually dug them out, and emerged with a consistent record of atmospheric pressure throughout the Northern Hemisphere and of temperature over the United States for the past 70 years.

Past weather information from locations in the Northern Hemisphere was then fed into computers, and experiments making use of some new statistical techniques were conducted. These studies showed that the data would yield predictors of weather to come.

**What about the future?** The physical technique is not now effective for long-range forecasts. Dr. Edward N. Lorenz of MIT has shown that we probably never will be able to extend the accuracy of the daily forecasts now provided by numerical modeling to longer than two to three weeks. But he feels more general average forecasts with numerical modeling may eventually be possible. "I think for some years to come the statistical method should give better results at ranges of six months than any other method, although ultimately I think numerical techniques should be able to also," Dr. Lorenz says.

"We have a keen interest in any methodology for long-range forecasting," says ESSA's Namias. "It is my personal opinion that a blend of the statistical and physical methods will work best."

**YEAR'S FAILURE**

**Short run for STOL**

With high hopes and a pioneering spirit, a small carrier called Washington Airlines last year began service between three local airports using a promising, but unrealized, development in modern aviation—the short takeoff and landing aircraft (SN; 9/7/68, p. 229).

Using German-built Skyservants that can land on less than 1,000 feet of runway, the airline offered quick transportation between Friendship Airport near Baltimore, Md., Washington National Airport, and Dulles International Airport in Virginia. They all serve Washington, D.C. The flights were the nation's first regular STOL service.

**But the idea** never got off the ground with Washington's air commuters, and last week the company called quits on the service. In its year of service, the line carried only 25,000 passengers, less than a quarter of the 108,000 predicted from forecasts by the Civil Aeronautics Board in a survey of helicopter possibilities in Washington.

"If there had been more, we'd still be in business," says Robert Richardson, operator of Washington Airlines. But toward the end, the planes were running with an average of about three passengers, he says. ◇