

METEOROLOGICAL EVALUATION SERVICES Co., INC.



WHEN THE WEATHER MEANS BUSINESS !

**MES Provides Certified Weather Records,
Analysis, Reports and Testimony**

We identify, obtain and interpret weather data from private and government weather and environmental sources. MES meteorologists serve plaintiff's and defendant's attorneys, trial preparation firms, municipalities, investigators, insurance and industrial firms when weather-related phenomena and/or air pollution play an important or even a deciding role.

Our experienced professional and *Certified Consulting Meteorologists* assist attorneys in personal injury, negligence, criminal and civil litigation. Our reputation is built client-by-client and case-by-case.

Contact MES

For Answers to Questions such as:

When did the snow, sleet and/or freezing rain stop before the slip and fall?

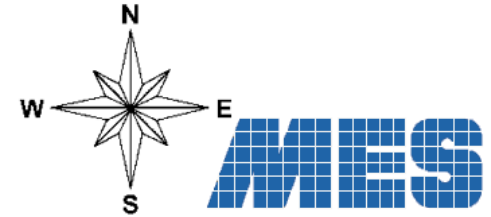
Could lightning have caused the fire?

How often does that amount of snow/rain fall?

How far in advance were the weekend storm conditions forecasted?

What are the expected extreme wind speeds and rainfall for the region and what are their return periods?

Did sun glare contribute to the accident at sunset or did the accident occur prior to the end of civil twilight?



Solves Problems in Applied Meteorology

We answer your specific questions concerning past weather conditions, climatology and extreme events. Our top priority is to provide quality professional services which meet your schedule in a cost efficient manner.

MES meteorologists solve your problems using these seven steps:

1. *Become familiar with the specifics of your case,*
2. *Acquire appropriate certified past forecasts and/or past weather data,*
3. *Identify key points for your particular needs,*
4. *Analyze past weather conditions,*
5. *Discuss our findings with you to assess their importance,*
6. *Document the data, our findings and conclusions in discussions or in a report, and*
7. *Prepare questions for opposing witnesses or testify, if necessary.*

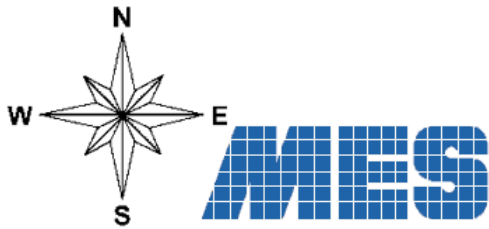
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Case Study 1

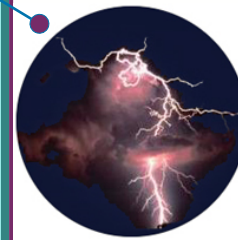
Negligence or an Ongoing Snowstorm ?



A slip and fall incident occurred at 6 AM. Using certified weather records, MES determined that all snow ended 72 hours prior to the incident. There was no additional precipitation. Hourly weather records showed that there were 4 inches of snow on the ground at 8 AM on the morning preceding the incident. Temperatures that day reached 39 degrees, before falling below freezing during the night. Therefore, MES determined that there may have been ice on the pavement due to the melting and refreezing of the snow cover.

Case Study 3

Lightning or Arson ?



A factory burned to the ground on a July evening. The cause of the fire was unknown. However, the nearest airport recorded a thunder-storm in the vicinity near the time of the incident. MES used weather radar records and lightning data to determine that no cloud-to-ground lightning strikes occurred at the location or in the vicinity and estimated time of the fire. Therefore, lightning did not cause the fire.

Case Study 2

Natural or Man-Made Icing ?



One winter morning in a Mid-Western city, a multi-car pile-up occurred on an interstate bridge. The direct cause was a formation of ice on the bridge. Claimants alleged that the ice had been created from nearby natural draft cooling towers belonging to an industrial facility.

Research and onsite investigation, plus analysis of low- and upper-level weather conditions by MES meteorologists, determined that the winds during that morning could not have taken the effluent from the cooling tower in the direction of the bridge. Further investigation of the weather data revealed that fog and sub-freezing conditions early that morning were responsible for the ice formation, and that the meteorological principle, "bridge freezes first," was applicable in this instance. MES documented the weather conditions and conclusions in a report.

Case Study 4

Natural or Spill-Induced Fog ?



On a damp day with intermittent precipitation and fog, a multi-vehicle chain reaction accident occurred on a rural section of interstate highway. Industrial facilities bordered the service roads. Just prior to the incident, a tanker truck was overfilled with liquid nitrogen and a spill resulted.

Onsite meteorological data from an adjacent industrial facility, specifically, ambient dry bulb and dew point temperatures, wind direction, speed and stability pointed to the spill as the source of the dense fog that engulfed the interstate highway without warning. The National Weather Service airport and Cooperative station data confirmed the dispersion characteristics and calculations performed with the onsite data.