

# STAT 608 HW 3

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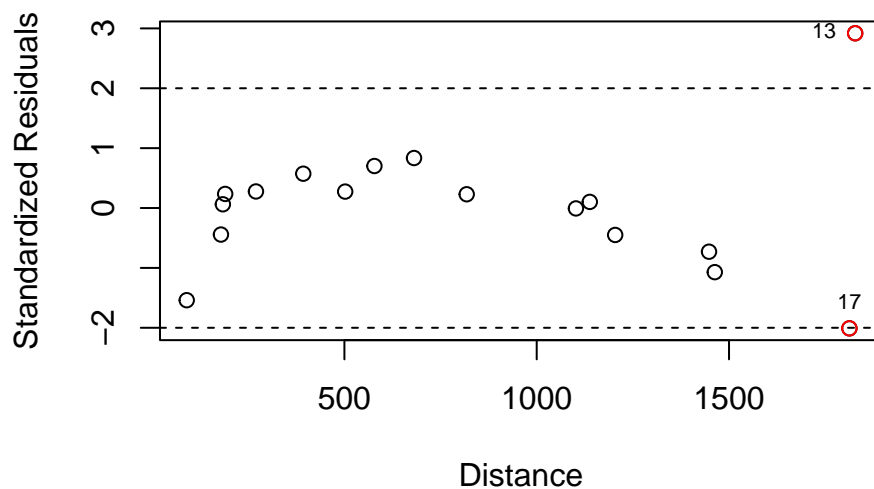
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1.

a)

The business analyst claims that this model is highly effective for understanding the effects of Distance on Fare and predicting future values of Fare, there a few issues with this conclusion. First when we look at the standard residual plot we see that there appears to be a discernible quadratic pattern. With  $n = 17$  it is very important that residuals be distributed i.i.d  $N(0, \sigma^2)$  in order to make inference on coefficient estimates. Additionally with **any** sized sample residuals must be distributed i.i.d  $N(0, \sigma^2)$  in order to create prediction intervals about the response variable.

Wwith our current model there are also two outlier points I have labeled in red below. These need to be further analyzed.



b)

The ordinary straight line regression does not appear to fit the data well. We can see a clear quadratic pattern in the standardized residuals. I would recommend introducing the term  $Distance^2$  and analyzing the standardized residuals again. I would also examine the properties of point 13 as this appears to be a bad leverage point.

```
airfares$Distance2 <- airfares$Distance^2
airline_quad <- lm(Fare~Distance + Distance2, data = airfares)
summary(airline_quad)
```

Call:

```
lm(formula = Fare ~ Distance + Distance2, data = airfares)
```

Residuals:

	Min	1Q	Median	3Q	Max
	-16.599	-5.457	1.102	3.064	28.206

Coefficients:

	Estimate	Std. Error	t value	Pr(> t )
(Intercept)	4.702e+01	6.808e+00	6.907	7.25e-06 ***
Distance	2.266e-01	1.861e-02	12.177	7.75e-09 ***

```
Distance2  -3.742e-06  9.726e-06  -0.385    0.706
```

```
---
```

```
Signif. codes:  0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1
```

```
Residual standard error: 10.72 on 14 degrees of freedom
```

```
Multiple R-squared:  0.994, Adjusted R-squared:  0.9932
```

```
F-statistic: 1165 on 2 and 14 DF,  p-value: 2.718e-16
```

```
plot(airline_quad)
```

