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ABSTRACT

This study focused on the role of PhotoModeler, a close-range photogrammetry software package, in an important facet of traffic accident reconstruction—vehicle crush measurement. More specifically, this study applied the PhotoModeler process to controlled crash information generated by the National Highway Traffic Safety Administration (NHTSA). A statistical technique known as bootstrapping was utilized to generate distributions from which the variability was examined. The “within” subject analysis showed that 44.8% of the variability is due to the technique itself and the “between” subjects analysis demonstrated that 55.2% of the variability is attributable to vehicle type—roughly half and half. Additionally, a 95% CI for the “within” analysis revealed that the mean difference (between this study and NHTSA) fell between -2.52 mph and +2.73 mph; the “between” analysis showed a mean difference between -3.26 mph and +2.41 mph.

INTRODUCTION

In the accident reconstruction community, it has been known for thirty years or more that vehicle crush can be used to determine the equivalent barrier speed (EBS). Emori [1] and Campbell [2] each showed that the relationship between crush and speed is linear in nature. Additionally, Campbell [2] related vehicle crush and the vehicle's stiffness characteristics to the amount of energy absorbed; this energy can be subsequently used to compute the EBS. Campbell's work is the foundation for the equations and software used by accident reconstructionists to determine crush energy and, consequently, the EBS.

In order to get the energy from crush, the crush must first be measured. There are a variety of techniques available: tape measures, measuring poles, grids, and photogrammetry. The major problem with the first three techniques is that one is measuring against a “phantom” pre-impact boundary. The post-impact vehicle position/shape is located easily enough, but not the pre-impact vehicle boundary position/shape. With these two techniques, locating the front of the vehicle prior to frontal impact could be described as an educated guess at best. But with photogrammetry, the locations of the pre- and post-impact components are both known. The technique is one where 3-D models are created of both the crushed and the exemplar vehicles. The models of the two vehicles are “superimposed” on top of one another. Crush measurements can then be established from the pre- and post-impact points of the 3-D model. An energy calculation can then be made using vehicle stiffness data and the pre-impact speed can be determined via a correlation.

The main objective of this study was to show that PhotoModeler is a suitable measurement tool for vehicle crush measurement. This was accomplished by applying PhotoModeler plus crush equations to NHTSA controlled crash data. The consistency of the studies' results with the nominal 35 mph is the indicator of acceptability of the technique.

Two statistical analyses were performed: (1) the “within” subject design and (2) the “between” subject design. The first involved measuring the same vehicle twenty different times. This gave us a good idea of the repeatability of the experiment. The second involved measuring various types of vehicle categories (such as

SUV's, Pickup Trucks, Luxury Cars, Mid-Size Cars) to examine the variability between vehicle classes.

The NHTSA photographs needed for this study's analysis are problematical to use for this work because of their poor quality and limited quantity. Therefore, this effort could not support a large sample size needed for most statistical analysis. As will be discussed later, a "bootstrapping" technique allowed statistical analyses to determine variance. In effect, there were two experiments (the "within" and the "between") and they each had their own associated bootstrapping analysis to determine each variance.

SELECTION OF SAMPLES

As mentioned previously, photographs from NHTSA reports were used. The specific sample that was used in the "within" subjects design was of a 1998 Ford Contour (NHTSA test # 2708). The specific samples that were used in the "between" subjects design are delineated in Table 1 below. Note that these samples were selected as having sufficient quality photographs.

Case	Category	Vehicle	NHTSA Test #
1	Large Luxury Cars	2002 Cadillac De Ville	4238
2	Midsize Luxury Cars	2003 Mercedes E320	4483
3	Large Family Cars	2001 Buick LeSabre	3520
4	Midsize Mod. Priced	2003 Toyota Avalon	4486
5	Midsize Mod. Priced	2002 Audi A4	3566
6	Midsize Inexpensive	2003 Hyundai Accent	4473
7	Midsize Inexpensive	2001 Chevy Malibu	3666
8	Convertibles	2003 Honda S2000	4462
9	Small Cars	2002 Mini Cooper	4273
10	Small Cars	2003 Toyota Corolla	4266
11	Utility Vehicles	2002 Chrysler PT Cruiser	4230
12	Mid Utility Vehicles	2002 Ford Explorer Sport	4223
13	Mid Utility Vehicles	2002 Nissan Pathfinder	4263
14	Sm Utility Vehicles	2002 Toyota Highlander	4265
15	Sm Utility Vehicles	2003 Subaru Forester	4479
16	Large Pickups	2002 Dodge Ram 1500	4240
17	Large Pickups	2001 Nissan Frontier	3574
18	Large Pickups	2003 Chevy Silverado	4472
19	Passenger Vans	2001 Dodge Wagon Van	3639
20	Passenger Vans	2001 Dodge Caravan	3659

Table 1: Overview of vehicles used in the "between" subjects design.

PHOTOMODELER PROCEDURE

Description of the Software

PhotoModeler is a photogrammetry software package presented by EOS Systems in Vancouver, British Columbia. The specific version of PhotoModeler used in this study was version 4.0g. PhotoModeler can be used for a multitude of different measuring applications, including plant engineering, forensics, anthropology, and of course, traffic accident reconstruction. Interested readers can visit <http://www.photomodeler.com> for purchasing and additional information. PhotoModeler is capable of handling 2-D AR projects like accident scene measurement, and 3-D projects such as vehicle crush measurement.

Description of a Generic PhotoModeler Procedure

The first step of a new PhotoModeler project involves taking pictures of the object or scene of interest. A new project is then created using the software's Project Setup Wizard; this is where the user enters fundamental information such as location of the digitized photos, approximate size of the object, and camera information. After that, the user marks features with a mouse on each photograph using the various tools available. Next the project is processed and PhotoModeler creates a 3-D model from the 2-D photographs. The user then gives the project dimension by scaling it. At this point, the user can extract the desired measurements from the marked features.

Camera Calibration

For use in this study, a digital Olympus C-5050 was calibrated using the embedded Camera Calibrator program in PhotoModeler. Camera calibration ensures an accurate measuring device. This particular camera was chosen because of its (relatively high) resolution (5.0 Mega pixels), its use of ordinary AA batteries (which are easily rechargeable) and its ability to hold two (2) digital storage cards (a Smart Media and a Compact Flash). The process involved taking eight (8) pictures of a special grid which was projected onto a wall. This is illustrated with Figure 1, which is a screenshot (a depiction of what one might see on the computer screen) of the procedure. After points were marked and processed with the Camera Calibrator software, camera information such as focal length, format size, and principal point was determined as a result. Figure 2 shows the C-5050's resultant camera information.

Exemplar Modeling

The first step in the crush measurement project was to determine the year, make, and model of the subject or crushed vehicle and then locate an exemplar of that particular vehicle model at a local dealership. Several

pictures from a variety of angles were then taken of the exemplar with the calibrated camera. In order for PhotoModeler to create an accurate 3-D model, every point must reside in at least two (2) photographs, preferably three (3.) The user's picture taking technique needs to reflect this requirement, hence; the pictures must overlap. Figure 3 helps to demonstrate this point. For instance, a single point like Point # 8 (which is a point on the front badge of the vehicle) must reside in three (3) different photographs (Photo 1, Photo 2, Photo 3). The camera positions were typically at the four sides and at the four corners of the vehicle, which allowed for good overlap. For scaling purposes, at least one physical measurement must be made on the exemplar. This particular measurement can be between any two distinct points on the vehicle. Normally, the length along the bottom edge of a (front) door or the wheelbase was selected for the sake of simplicity. The photos themselves were downloaded from the camera to the computer via USB cable and stored in a folder marked "Exemplar Malibu" (or whatever the vehicle model may be) on the computer's desktop for easy retrieval.

Using PhotoModeler's "Project Setup Wizard", two or three photos at a time were opened up and distinct points on the vehicle were marked and referenced on all photos. "Marking a point" entailed selecting the point tool which looks like a single "x" on the toolbar. The user would then mark a distinct point on the first photograph, such as point # 8 which is the edge of one of the stars on the Subaru badge. "Referencing a point" required the use of the referencing tool on the toolbar which resembles a double "x." Referencing "notifies" PhotoModeler of Point # 8's location on the other photos (Photos # 2 and # 3), i.e., this allows PhotoModeler to recognize that this is the same physical point in space. This procedure of marking and referencing continued until the entire exemplar was modeled. After processing and scaling, the exemplar model was exported into a .dxf format for the control point file. This step was completed in PhotoModeler, under the File menu.

Crushed Vehicle Modeling

The first task in this portion of the study was to obtain pictures of the crushed vehicles. The user could download the pictures, print them out, and digitize them via flatbed scanner, or, download and save the pictures directly. This was the procedure utilized in this study, with the exception of the vehicle examined in the "within" subjects design (a 1998 Ford Contour). In this instance, the authors had the NHTSA report already in their possession and the photos were digitized with the scanner. The NHTSA website to visit to obtain the crash test photos is http://www-nrd.nhtsa.dot.gov/database/nrd-11/veh_db.html. The digitized photos were then opened into the exemplar project (saved under another name) and the .dxf control point file was opened. Control points were marked on undamaged portions of the crushed vehicle and referenced across the exemplar.

After processing, points on the damaged portion of the crushed vehicle were marked and referenced. The project was processed one final time. Reference lines were established and measurements were extracted. Figure 3, a screenshot of the 2003 Subaru Forester utilized in the study, shows exemplar and crushed photos, as well as a 3-D viewer. The 3-D viewer reveals the 3-D model created in the study; the exemplar is shown

EBS DETERMINATION

This study utilized equations put forth in Traffic Accident Reconstruction by Cooper [3]. The equations themselves are the CRASH3 model equations which are based on Campbell's work; this is how this study determined EBS (Equivalent Barrier Speed) and is the authors' preferred method.

In using this relationship, vehicle weight, width of crush, and crush coefficients are required input and must be known prior to the calculation of EBS. The first two can be determined easily; the last can be approximated or purchased.

$$A = \frac{w b_0 b_1}{g L}$$

$$B = \frac{w b_1^2}{g L}$$

$$b_1 = \frac{(v_i - b_0)}{c_{ave}}$$

where

w = Weight of test vehicle (lbs.)

b₀ = Maximum impact speed without damage (mph.)

b₁ = Slope (rate at which permanent deformation occurs)(mph / in.)

g = gravitational constant (in / sec².)

L = width of crushed region test vehicle (in)

c_{ave} = average crush depth of test vehicle

Crush Coefficient Determination

This study made use of the CRASH3 equations for crush coefficients. They are:

Figure 4 shows a typical spreadsheet used in crush coefficient determination. This particular example is of a 2003 Mercedes E320. The needed crash test data was taken directly from the NHTSA website which was given previously. Note that the crash test data is in metric units; this is specified on the right portion of the page. These dimensions were subsequently converted to English units, which are shown on the left portion of the page. Crush coefficients A and B were easily computed with the above formulas, information from the website, and the spreadsheet.

Additionally, a sensitivity analysis for the crush coefficients was established. This involved using various values of b_0 , which in turn, generated different crush coefficients. This can be seen in Figure 5. The b_0 values were approximately centered around 5 mph, ranging from 4 mph to 6.25 mph. Then the average A and B were computed, which is indicated by the center of the figure. These average crush coefficients were the final values used in EBS computations.

Computing EBS

The EBS equations used in the study were:

$$E = \frac{W}{5} \left[\begin{array}{l} 5G + \\ \frac{A}{2} (C_1 + 2C_2 + 2C_3 + 2C_4 + 2C_5 + C_6) + \\ \frac{B}{6} (C_1^2 + 2C_2^2 + 2C_3^2 + 2C_4^2 + 2C_5^2 + C_6^2 + C_1C_2 + C_2C_3 + C_3C_4 + C_4C_5 + C_5C_6) \end{array} \right] (1 + \tan^2 \theta)$$

which computes the amount of energy dissipated by crush damage, where

$E =$ the amount of energy dissipated (in – lbs).

$W =$ the width of the crushed region (in).

$G =$ the "energy" dissipated before permanent

deformation occurs (lbs). $G = \frac{A^2}{2B}$

$A =$ crush coefficient A; the max force per inch of damage which will not cause permanent damage (lb | in).

$B =$ crush coefficient B; the spring stiffness per inch of damage width (lb | in²).

$C_1 \rightarrow C_6 =$ the crush measurements obtained by PhotoModeler (in).

$\theta =$ the angle of the force to the vehicle's surface (deg).

and

$$EBS = v = \sqrt{\frac{2gE}{W}}$$

which computes the velocity (EBS) of the vehicle, where

$v =$ the velocity of the vehicle (ft | sec).

$g =$ the gravitational constant (ft | sec²).

$E =$ the amount of energy dissipated by the crush (ft – lbs).

$w =$ the weight of the vehicle (lbs).

The EBS calculations for each case examined in this study were computed using spreadsheets and can be found in Appendices. Appendix A contains the "within" subject spreadsheets, and Appendix B the "between" spreadsheets. PhotoModeler provided the width of crush and c_1 through c_6 measurements for these spreadsheets.

BOOTSTRAPPING

As mentioned previously, the photographs needed for this study are limited in number due to their poor quality. The authors had quite a dilemma finding twenty (20) sets of photographs suitable for use with PhotoModeler. Since good photographs were limited in number, it was essential to find a statistical technique which focused on small samples. There are a variety of small sample techniques available to researchers. They include, but are not limited to, Bootstrapping, Jackknife, and Cross-Validation. These techniques, which are very computer intensive, fall under the umbrella of Resampling Techniques. Bootstrapping is the most popular of the three, and it is the preferred technique of this study.

The Bootstrapping procedure is quite simple. Figure 6 and these bullets will help illustrate:

- Part A: Start out with an original data set, of say 20 points.
- Part B: The computer algorithm will make a copy of each point, say a billion times
- Part C: All copies are placed in a "bin" and are thoroughly shuffled
- Part D: From this conglomerate, bootstrap samples are extracted.
- Statistical inferences (like variance) are made on the bootstrapped samples

The bootstrapping software utilized in this study was "Resampling Stats for Excel 2.0", which is an add-in module to Microsoft Excel [4]. For this portion of the work, each set of "seed" data for the "within" and "between" subjects design was entered in an Excel worksheet (these "seed" data sets are precisely the differences found in Tables 2 and 3.) Then resampling with replacement was selected (resampling with replacement is Bootstrapping; resampling without replacement is known as the Jackknife procedure.) 100 independent samples of the twenty data points were subsequently generated along with their associated

mean and variances. Appendix C contains “within” bootstrap data; Appendix D contains the “between” bootstrap data. At the end of each of these appendices, a grand total mean and variance of the 100 samples were computed for both studies. These numbers gave rise to the statistical analysis from which the statistics of the complete study were examined.

RESULTS

WITHIN SUBJECTS DESIGN

The test vehicle’s reported velocity for this segment was 34.98 mph (NHTSA test # 2708). Table 2 shows the twenty replications of the “within” subjects’ estimated EBS values and their differences from the actual test velocity (units are in mph):

Replication #	EBS Using PM’s Results	Difference
1	33.75	-1.23
2	33.34	-1.64
3	34.63	-0.35
4	35.50	0.52
5	34.42	-0.56
6	35.17	0.19
7	33.95	-1.03
8	34.24	-0.74
9	33.74	-1.24
10	34.60	-0.38
11	34.79	-0.19
12	33.98	-1.00
13	35.46	0.48
14	34.82	-0.16
15	34.78	-0.20
16	38.55	3.57
17	36.55	1.57
18	37.43	2.45
19	35.21	0.23
20	36.86	1.88

Table 2: Results of the “within” subjects design.

BETWEEN SUBJECTS DESIGN

Table 3 summarizes the study’s between subjects EBS estimates, their actual test velocities, and differences (units are in mph):

Case #	EBS Using PM’s Results	Actual Test Velocity	Difference	NHTSA Test #
1	33.55	35.30	-1.75	4238
2	32.70	35.20	-2.50	4483
3	35.20	35.10	0.01	3520
4	32.71	35.20	-2.49	4486
5	34.21	35.00	-0.79	3566
6	33.37	34.70	-1.33	4473
7	35.87	34.52	1.35	3666
8	34.20	35.40	-1.20	4462
9	36.46	34.90	1.56	4273
10	33.27	34.74	-1.47	4266
11	32.43	35.00	-2.57	4230
12	35.77	34.56	1.21	4223
13	35.97	34.90	1.07	4263
14	33.24	34.68	-1.44	4265
15	34.36	35.40	-1.04	4479
16	35.54	35.10	0.44	4240
17	34.14	34.89	-0.75	3574
18	36.66	34.73	1.93	4472
19	35.44	34.71	0.73	3639
20	34.95	34.55	0.40	3659

Table 3: Results of the “between” subjects design.

BOOTSTRAPPING

Complete bootstrapping results can be found in Appendix C. The computed variances from the bootstrapped samples are given below:

$\sigma_W^2 = 1.64$ is the “within” variance,

$\sigma_B^2 = 2.02$ is the “between” variance, and

$\sigma_T^2 = \sigma_W^2 + \sigma_B^2 = 3.66$ is the total variance.

CONCLUSION

To get an idea of the repeatability of PhotoModeler as a measurement tool, one needs to look at the proportion of the within variance to the total variance, or $\frac{\sigma_W^2}{\sigma_T^2}$. The

other proportion, $\frac{\sigma_B^2}{\sigma_T^2}$, indicates the variability due to vehicle type. The actual computation of the proportions is as follows:

$$\frac{\sigma_W^2}{\sigma_T^2} = \frac{1.64}{3.66} = 44.8\% \quad \text{and} \quad \frac{\sigma_B^2}{\sigma_T^2} = \frac{2.02}{3.66} = 55.2\% .$$

The first proportion indicates that the source of 44.8% of the variability is the technique itself, while the second

proportion indicates that 55.2% of the variability is attributable to vehicle type—so the variation on the whole is split in half.

Additionally, a 95% confidence interval for the within subjects design is given by:

$$\begin{aligned} & \bar{x} \pm 1.96 \cdot sd \\ & 0.11 \pm 1.96 \cdot 1.34 \\ & (-2.52, 2.73) \end{aligned}$$

A 95% confidence interval for the between subjects design is given by:

$$\begin{aligned} & \bar{x} \pm 1.96 \cdot sd \\ & -0.43 \pm 1.96 \cdot 1.45 \\ & (-3.26, 2.41) \end{aligned}$$

One could interpret the “within” CI with the following statement: “There is a .95 probability that the mean difference will fall between -2.52 mph and 2.73 mph.” In other words, a discrepancy of anywhere between 2.5 mph below the actual speed and 2.73 mph above the actual speed could be realized. This is a 5.25 mph range. Conversely, one could interpret the “between” CI with the following: “There is a .95 probability that the mean difference will fall between -3.26 mph and 2.41 mph.” In other words, a discrepancy of anywhere between 3.26 mph below and 2.4 mph above the actual speed could be realized. This is a 5.67 mph range.

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Figure 1: Camera Calibration Grid

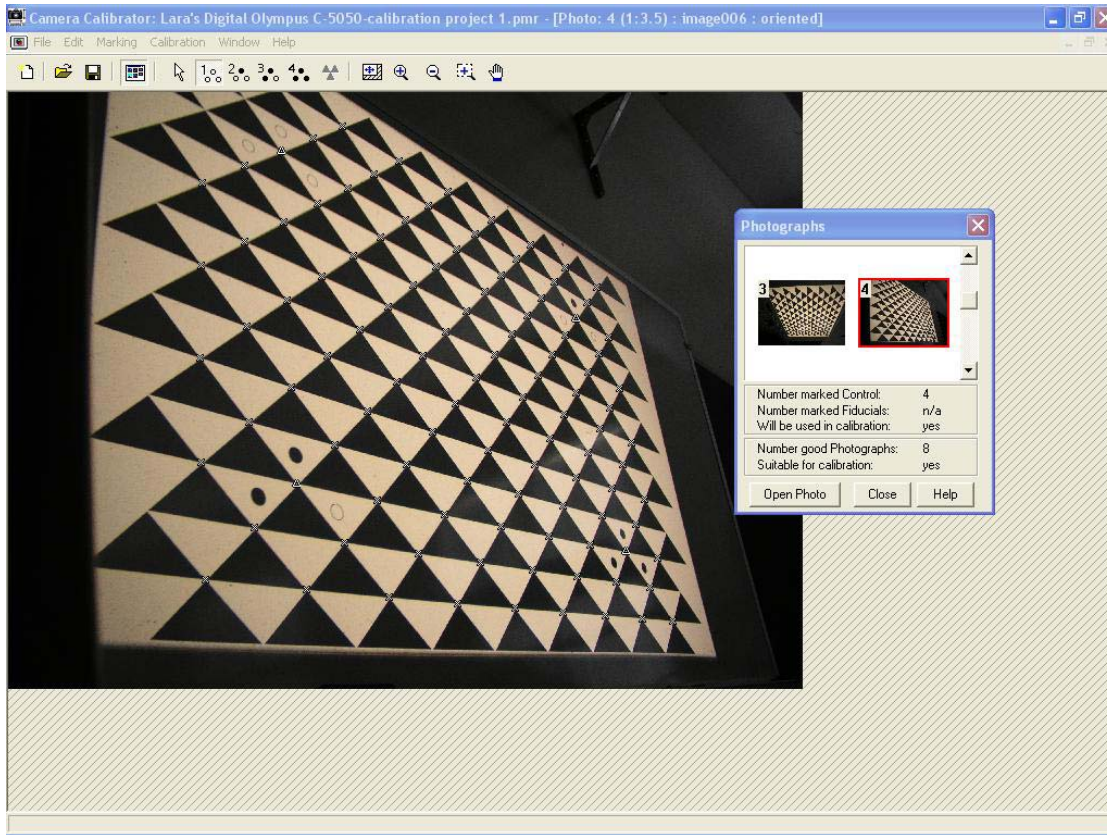


Figure 2: Result of the Olympus C-5050 Calibration Procedure

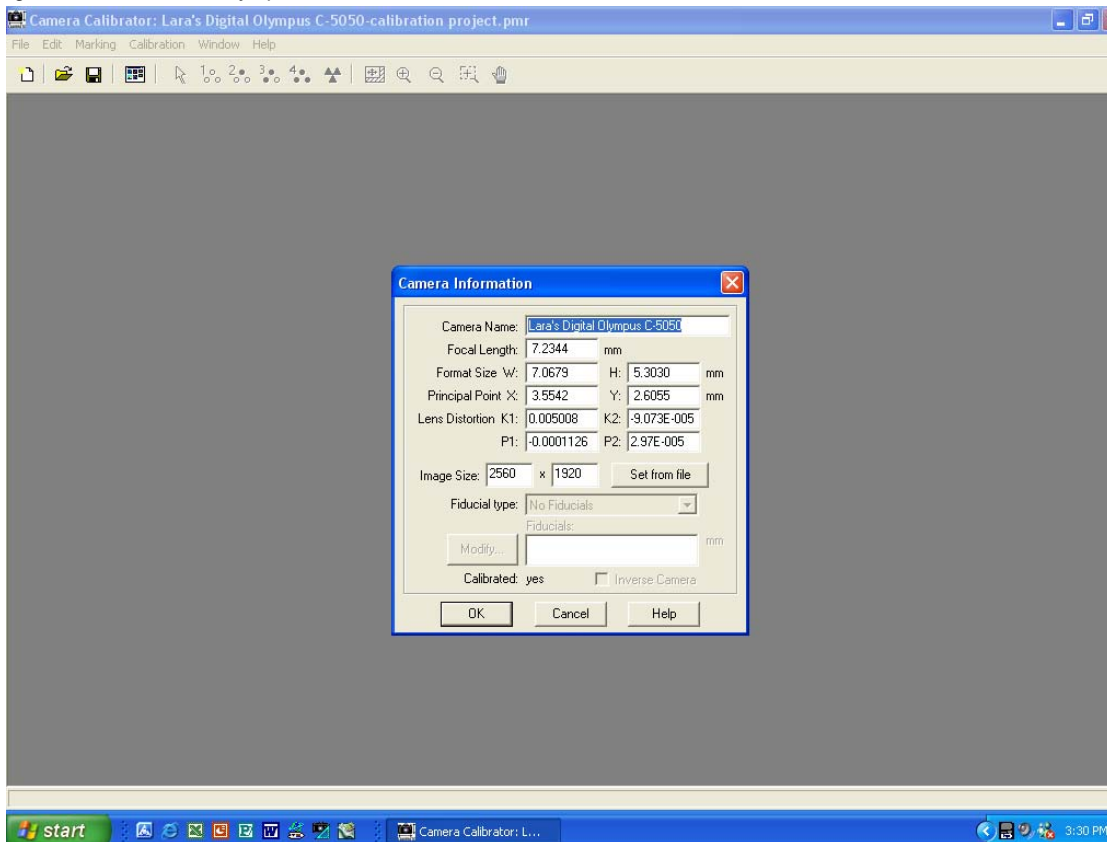


Figure 3: Screenshot of 2003 Subaru Forester

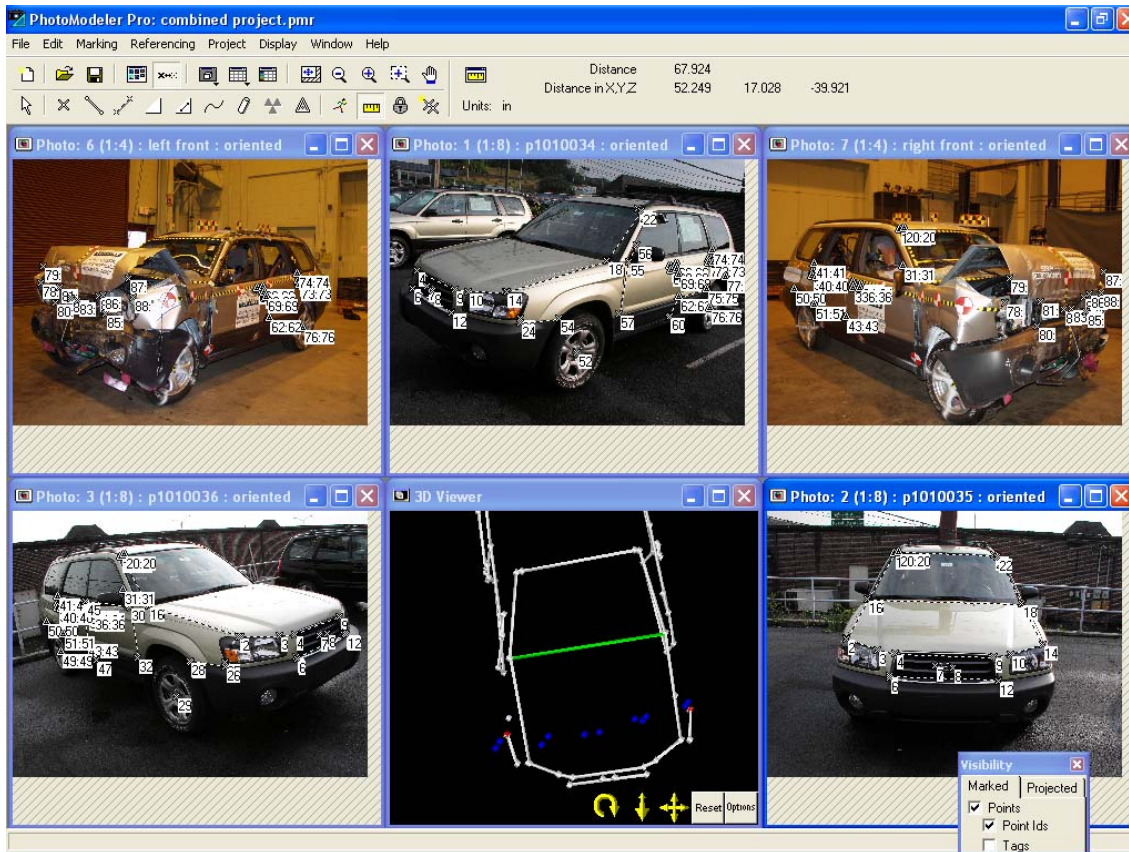


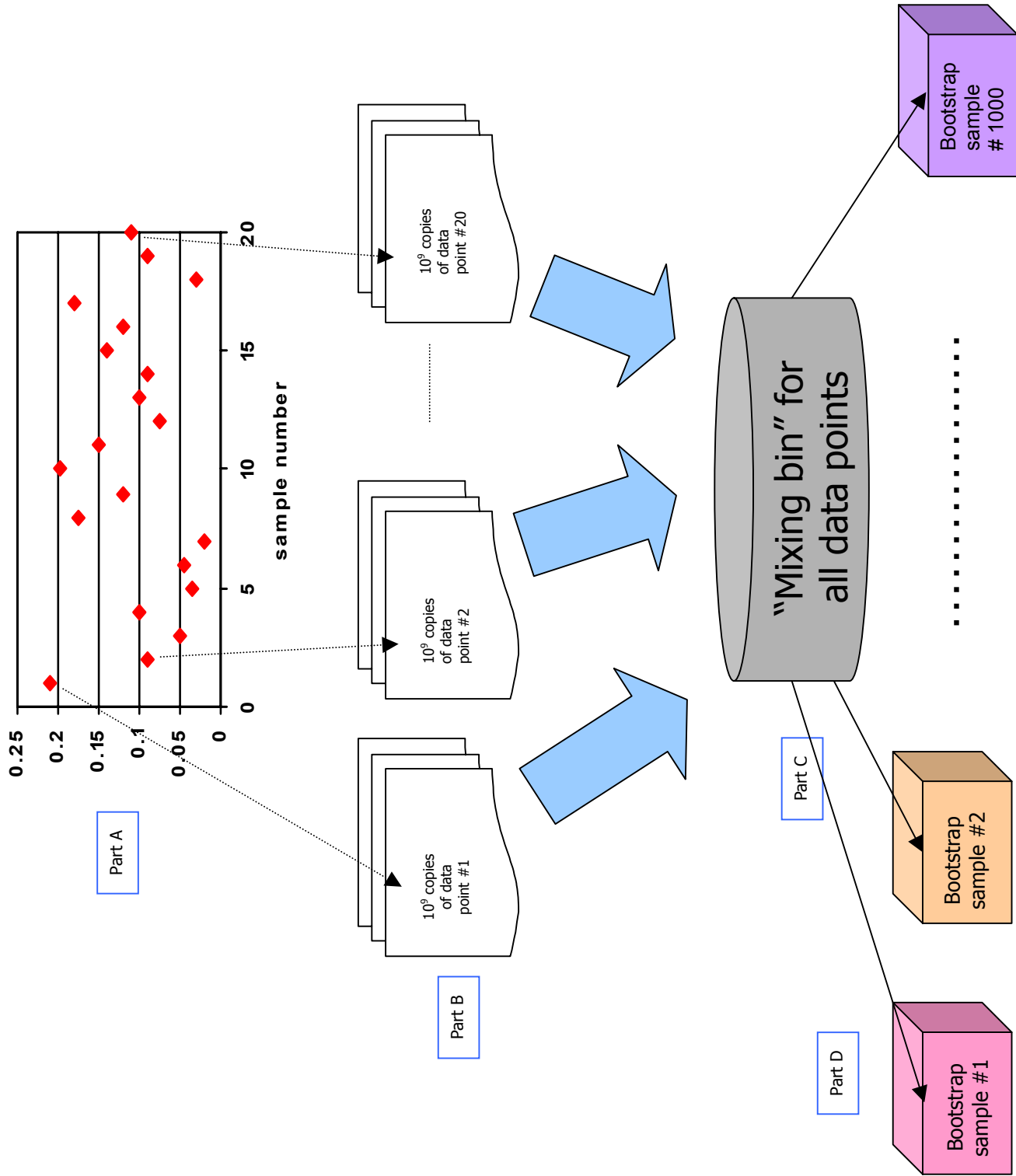
Figure 4: Crush Coefficient Determination

Crash Test Information		2003 Mercedes E320		case #2
Impact velocity of test:	35.20071	mph		56.65 kph
Maximum speed w/o permanent damage: (b0)	5	mph		
Crush measurements from crash test report:	15.31496	in (c1)		389 mm (c1)
	19.88189	in (c2)		505 mm (c2)
	22.83465	in (c3)		580 mm (c3)
	22.67717	in (c4)		576 mm (c4)
	19.76378	in (c5)		502 mm (c5)
	13.97638	in (c6)		355 mm (c6)
Average crush amount	19.0748	in		
Test vehicle weight	4265.945	lbs		1935 kg
Width of crush damage	71.34646	in		1990 mm
	b1	1.583277	mph/in	
	A	362.6139	lb/in	
	B	109.7281	lb/in^2	

Figure 5: Crush Coefficient Sensitivity Analysis

2003 Mercedes E320 case #2		35.20071 mph		4.5 mph		6.0 mph		4.0 mph		6.25 mph	
A =	362.6139 lb/in	A =	347.3349 lb/in	A =	331.7556 lb/in	A =	315.8762 lb/in	A =	299.6966 lb/in		
B =	109.7281 lb/in ²	B =	111.5523 lb/in ²	B =	113.3915 lb/in ²	B =	115.2457 lb/in ²	B =	117.115 lb/in ²		
W (width c	71.34646 in	W (width c	71.34646 in	W (width c	71.34646 in	W (width c	71.34646 in	W (width c	71.34646 in		
c1 =	15.31496 in	c1 =	15.31496 in	c1 =	15.31496 in	c1 =	15.31496 in	c1 =	15.31496 in		
c2 =	19.88189 in	c2 =	19.88189 in	c2 =	19.88189 in	c2 =	19.88189 in	c2 =	19.88189 in		
c3 =	22.83465 in	c3 =	22.83465 in	c3 =	22.83465 in	c3 =	22.83465 in	c3 =	22.83465 in		
c4 =	22.67717 in	c4 =	22.67717 in	c4 =	22.67717 in	c4 =	22.67717 in	c4 =	22.67717 in		
c5 =	19.76378 in	c5 =	19.76378 in	c5 =	19.76378 in	c5 =	19.76378 in	c5 =	19.76378 in		
c6 =	13.97638 in	c6 =	13.97638 in	c6 =	13.97638 in	c6 =	13.97638 in	c6 =	13.97638 in		
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees		
G =	599.1576 lbs	G =	540.7398 lbs	G =	485.3176 lbs	G =	432.8915 lbs	G =	383.4609 lbs		
E =	2144142 in-lbs	E =	2144565 in-lbs	E =	2144991 in-lbs	E =	2145420 in-lbs	E =	2145853 in-lbs		
E =	178678.5 ft-lbs	E =	178713.8 ft-lbs	E =	178749.3 ft-lbs	E =	178785 ft-lbs	E =	178821.1 ft-lbs		
w = (weight	4265.945 lbs	w = (weight	4265.945 lbs	w = (weight	4265.945 lbs	w = (weight	4265.945 lbs	w = (weight	4265.945 lbs		
v =	51.93636 ft/sec	v =	51.94148 ft/sec	v =	51.94664 ft/sec	v =	51.95183 ft/sec	v =	51.95707 ft/sec		
V =	35.24246 mi/hr	V =	35.24593 mi/hr	V =	35.24943 mi/hr	V =	35.25295 mi/hr	V =	35.25651 mi/hr		
bo =	5.0 mph	bo =	4.75 mph	bo =	4.5 mph	bo =	4.25 mph	bo =	4.0 mph		
56.65/h is equal	35.20071 mph	A average	368.9027 lb/in	B average	108.8837 lb/in ²	v average =	35.24085 mi/hr				
A =	377.5929 lb/in	A =	392.2716 lb/in	A =	406.6502 lb/in	A =	420.7286 lb/in	A =	434.5068 lb/in		
B =	107.919 lb/in ²	B =	106.1249 lb/in ²	B =	104.3458 lb/in ²	B =	102.5818 lb/in ²	B =	100.8328 lb/in ²		
W (width c	71.34646 in	W (width c	71.34646 in	W (width c	71.34646 in	W (width c	71.34646 in	W (width c	71.34646 in		
c1 =	15.31496 in	c1 =	15.31496 in	c1 =	15.31496 in	c1 =	15.31496 in	c1 =	15.31496 in		
c2 =	19.88189 in	c2 =	19.88189 in	c2 =	19.88189 in	c2 =	19.88189 in	c2 =	19.88189 in		
c3 =	22.83465 in	c3 =	22.83465 in	c3 =	22.83465 in	c3 =	22.83465 in	c3 =	22.83465 in		
c4 =	22.67717 in	c4 =	22.67717 in	c4 =	22.67717 in	c4 =	22.67717 in	c4 =	22.67717 in		
c5 =	19.76378 in	c5 =	19.76378 in	c5 =	19.76378 in	c5 =	19.76378 in	c5 =	19.76378 in		
c6 =	13.97638 in	c6 =	13.97638 in	c6 =	13.97638 in	c6 =	13.97638 in	c6 =	13.97638 in		
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees		
G =	660.5713 lbs	G =	724.9807 lbs	G =	792.3864 lbs	G =	862.7873 lbs	G =	936.1843 lbs		
E =	2143724 in-lbs	E =	2143308 in-lbs	E =	2142896 in-lbs	E =	2142488 in-lbs	E =	2142082 in-lbs		
E =	178643.7 ft-lbs	E =	178609 ft-lbs	E =	178574.7 ft-lbs	E =	178540.6 ft-lbs	E =	178506.9 ft-lbs		
w = (weight	4265.945 lbs	w = (weight	4265.945 lbs	w = (weight	4265.945 lbs	w = (weight	4265.945 lbs	w = (weight	4265.945 lbs		
v =	51.93129 ft/sec	v =	51.92626 ft/sec	v =	51.92126 ft/sec	v =	51.91631 ft/sec	v =	51.9114 ft/sec		
V =	35.23902 mi/hr	V =	35.2356 mi/hr	V =	35.23221 mi/hr	V =	35.22885 mi/hr	V =	35.22552 mi/hr		
bo =	5.25 mph	bo =	5.5 mph	bo =	5.75 mph	bo =	6.0 mph	bo =	6.25 mph		

Figure 6: Explanation of Bootstrapping Procedure



APPENDIX A

WITHIN SUBJECTS DESIGN--1998 FORD CONTOUR			56.3 km/h			=			34.9832261095204 mph				
CASE #1													
A =	354 lb/in	CASE #2	A =	354 lb/in	CASE #3	A =	354 lb/in	CASE #4	A =	354 lb/in	CASE #5	A =	354 lb/in
B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²
W (width)=	66.726 in	W (width)=	67.147 in	W (width)=	66.777 in	W (width)=	66.777 in	W (width)=	66.608 in	W (width)=	66.985 in	W (width)=	66.985 in
c1 =	4.038 in	c1 =	3.888 in	c1 =	4.149 in	c1 =	4.149 in	c1 =	4.293 in	c1 =	4.091 in	c1 =	4.091 in
c2 =	9.374 in	c2 =	8.792 in	c2 =	7.965 in	c2 =	7.965 in	c2 =	9.336 in	c2 =	9.044 in	c2 =	9.044 in
c3 =	16.091 in	c3 =	15.172 in	c3 =	16.071 in	c3 =	16.071 in	c3 =	17.339 in	c3 =	16.941 in	c3 =	16.941 in
c4 =	17.399 in	c4 =	17.449 in	c4 =	17.879 in	c4 =	17.879 in	c4 =	17.879 in	c4 =	17.566 in	c4 =	17.566 in
c5 =	17.255 in	c5 =	17.335 in	c5 =	18.669 in	c5 =	18.669 in	c5 =	18.564 in	c5 =	17.257 in	c5 =	17.257 in
c6 =	7.901 in	c6 =	8.128 in	c6 =	9.714 in	c6 =	9.714 in	c6 =	9.512 in	c6 =	9.095 in	c6 =	9.095 in
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees
G =	336.87097 lbs	G =	336.871 lbs	G =	336.871 lbs	G =	336.871 lbs	G =	336.871 lbs	G =	336.871 lbs	G =	336.871 lbs
E =	1525509.2 in-lbs	E =	1488560 in-lbs	E =	2E+06 in-lbs	E =	2E+06 in-lbs	E =	1687990 in-lbs	E =	1587167 in-lbs	E =	1587167 in-lbs
E =	127125.76 ft-lbs	E =	124047 ft-lbs	E =	133874 ft-lbs	E =	133874 ft-lbs	E =	140665.8 ft-lbs	E =	132264 ft-lbs	E =	132264 ft-lbs
w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs
v =	49.733122 ft/sec	v =	49.1271 ft/sec	v =	51.036 ft/sec	v =	51.036 ft/sec	v =	52.31464 ft/sec	v =	50.72823 ft/sec	v =	50.72823 ft/sec
v =	33.747405 mi/hr	v =	33.3362 mi/hr	v =	34.631 mi/hr	v =	34.631 mi/hr	v =	35.49914 mi/hr	v =	34.42265 mi/hr	v =	34.42265 mi/hr
CASE #6		CASE #7		CASE #8		CASE #9		CASE #10					
A =	354 lb/in	A =	354 lb/in	A =	354 lb/in	A =	354 lb/in	A =	354 lb/in	A =	354 lb/in	A =	354 lb/in
B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²	B =	186 lb/in ²
W (width)=	66.873 in	W (width)=	67.385 in	W (width)=	67.063 in	W (width)=	67.063 in	W (width)=	67.199 in	W (width)=	67.09 in	W (width)=	67.09 in
c1 =	4.14 in	c1 =	3.759 in	c1 =	3.986 in	c1 =	3.986 in	c1 =	3.967 in	c1 =	3.971 in	c1 =	3.971 in
c2 =	9.111 in	c2 =	8.728 in	c2 =	8.849 in	c2 =	8.849 in	c2 =	8.798 in	c2 =	8.905 in	c2 =	8.905 in
c3 =	18.086 in	c3 =	16.782 in	c3 =	16.995 in	c3 =	16.995 in	c3 =	16.037 in	c3 =	16.554 in	c3 =	16.554 in
c4 =	17.644 in	c4 =	17.169 in	c4 =	17.353 in	c4 =	17.353 in	c4 =	17.299 in	c4 =	17.5 in	c4 =	17.5 in
c5 =	17.518 in	c5 =	17.096 in	c5 =	17.261 in	c5 =	17.261 in	c5 =	17.222 in	c5 =	18.161 in	c5 =	18.161 in
c6 =	9.261 in	c6 =	8.656 in	c6 =	8.852 in	c6 =	8.852 in	c6 =	8.765 in	c6 =	8.998 in	c6 =	8.998 in
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees
G =	336.87097 lbs	G =	336.871 lbs	G =	336.871 lbs	G =	336.871 lbs	G =	336.871 lbs	G =	336.871 lbs	G =	336.871 lbs
E =	1656541.7 in-lbs	E =	1543935 in-lbs	E =	2E+06 in-lbs	E =	2E+06 in-lbs	E =	1525121 in-lbs	E =	1603759 in-lbs	E =	1603759 in-lbs
E =	138045.14 ft-lbs	E =	128661 ft-lbs	E =	130890 ft-lbs	E =	130890 ft-lbs	E =	127093.4 ft-lbs	E =	133646.6 ft-lbs	E =	133646.6 ft-lbs
w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs
v =	51.825023 ft/sec	v =	50.0326 ft/sec	v =	50.464 ft/sec	v =	50.464 ft/sec	v =	49.72679 ft/sec	v =	50.99268 ft/sec	v =	50.99268 ft/sec
v =	35.166906 mi/hr	v =	33.9506 mi/hr	v =	34.243 mi/hr	v =	34.243 mi/hr	v =	33.74311 mi/hr	v =	34.6021 mi/hr	v =	34.6021 mi/hr

WITHIN SUBJECTS DESIGN--1998 FORD CONTOUR				56.3 km/h				34.9832261095204 mph															
CASE #11				CASE #12				CASE #13				CASE #14				CASE #15							
A =	354	lb/in		A =	354	lb/in		A =	354	lb/in		A =	354	lb/in		A =	354	lb/in		A =	354	lb/in	
B =	186	lb/in ²		B =	186	lb/in ²		B =	186	lb/in ²		B =	186	lb/in ²		B =	186	lb/in ²		B =	186	lb/in ²	
W (width)=	66.864	in		W (width)=	67.138	in		W (width)=	66.796	in		W (width)=	66.876	in		W (width)=	66.876	in		W (width)=	66.962	in	
c1 =	4.078	in		c1 =	4.017	in		c1 =	4.185	in		c1 =	4.064	in		c1 =	4.064	in		c1 =	3.981	in	
c2 =	9.153	in		c2 =	8.94	in		c2 =	9.213	in		c2 =	9.007	in		c2 =	9.007	in		c2 =	9.104	in	
c3 =	17.22	in		c3 =	16.084	in		c3 =	17.717	in		c3 =	16.883	in		c3 =	16.883	in		c3 =	17.02	in	
c4 =	17.667	in		c4 =	17.468	in		c4 =	17.724	in		c4 =	17.618	in		c4 =	17.618	in		c4 =	17.549	in	
c5 =	17.556	in		c5 =	17.288	in		c5 =	18.323	in		c5 =	18.192	in		c5 =	18.192	in		c5 =	17.98	in	
c6 =	9.288	in		c6 =	9.072	in		c6 =	9.397	in		c6 =	8.986	in		c6 =	8.986	in		c6 =	8.974	in	
θ =	0	degrees		θ =	0	degrees		θ =	0	degrees		θ =	0	degrees		θ =	0	degrees		θ =	0	degrees	
G =	336.87097	lbs		G =	336.871	lbs		G =	336.87	lbs		G =	336.871	lbs		G =	336.871	lbs		G =	336.871	lbs	
E =	1621168	in-lbs		E =	1546342	in-lbs		E =	2E+06	in-lbs		E =	1623608	in-lbs		E =	1620430	in-lbs		E =	1620430	in-lbs	
E =	135097.33	ft-lbs		E =	128862	ft-lbs		E =	140353	ft-lbs		E =	135300.6	ft-lbs		E =	135035.8	ft-lbs		E =	135035.8	ft-lbs	
w= (weight)	3310	lbs		w= (weight)	3310	lbs		w= (weight)	3310	lbs		w= (weight)	3310	lbs		w= (weight)	3310	lbs		w= (weight)	3310	lbs	
v =	51.268702	ft/sec		v =	50.0716	ft/sec		v =	52.256	ft/sec		v =	51.30726	ft/sec		v =	51.25703	ft/sec		v =	51.25703	ft/sec	
v =	34.789403	mi/hr		v =	33.9771	mi/hr		v =	35.46	mi/hr		v =	34.81557	mi/hr		v =	34.78148	mi/hr		v =	34.78148	mi/hr	
CASE #16				CASE #17				CASE #18				CASE #19				CASE #20							
A =	354	lb/in		A =	354	lb/in		A =	354	lb/in		A =	354	lb/in		A =	354	lb/in		A =	354	lb/in	
B =	186	lb/in ²		B =	186	lb/in ²		B =	186	lb/in ²		B =	186	lb/in ²		B =	186	lb/in ²		B =	186	lb/in ²	
W (width)=	66.566	in		W (width)=	63.601	in		W (width)=	63.239	in		W (width)=	62.627	in		W (width)=	62.627	in		W (width)=	63.015	in	
c1 =	5.179	in		c1 =	5.35	in		c1 =	5.564	in		c1 =	5.005	in		c1 =	5.005	in		c1 =	4.878	in	
c2 =	11.93	in		c2 =	10.303	in		c2 =	10.845	in		c2 =	10.165	in		c2 =	10.165	in		c2 =	10.527	in	
c3 =	18.274	in		c3 =	17.432	in		c3 =	18.436	in		c3 =	18.128	in		c3 =	18.128	in		c3 =	17.791	in	
c4 =	19.344	in		c4 =	19.407	in		c4 =	19.631	in		c4 =	18.416	in		c4 =	18.416	in		c4 =	19.306	in	
c5 =	19.222	in		c5 =	19.373	in		c5 =	20.162	in		c5 =	18.157	in		c5 =	18.157	in		c5 =	19.868	in	
c6 =	12.803	in		c6 =	10.885	in		c6 =	10.116	in		c6 =	9.639	in		c6 =	9.639	in		c6 =	11.485	in	
θ =	0	degrees		θ =	0	degrees		θ =	0	degrees		θ =	0	degrees		θ =	0	degrees		θ =	0	degrees	
G =	336.87097	lbs		G =	336.871	lbs		G =	336.87	lbs		G =	336.871	lbs		G =	336.871	lbs		G =	336.871	lbs	
E =	1990970.6	in-lbs		E =	1789259	in-lbs		E =	2E+06	in-lbs		E =	1660541	in-lbs		E =	1660541	in-lbs		E =	1819705	in-lbs	
E =	165914.21	ft-lbs		E =	149105	ft-lbs		E =	156397	ft-lbs		E =	138378.4	ft-lbs		E =	138378.4	ft-lbs		E =	151642.1	ft-lbs	
w= (weight)	3310	lbs		w= (weight)	3310	lbs		w= (weight)	3310	lbs		w= (weight)	3310	lbs		w= (weight)	3310	lbs		w= (weight)	3310	lbs	
v =	56.81601	ft/sec		v =	53.8611	ft/sec		v =	55.162	ft/sec		v =	51.88754	ft/sec		v =	51.88754	ft/sec		v =	54.31738	ft/sec	
v =	38.55364	mi/hr		v =	36.5485	mi/hr		v =	37.432	mi/hr		v =	35.20933	mi/hr		v =	35.20933	mi/hr		v =	36.85815	mi/hr	

APPENDIX B

Between Subjects Design-----Using Various Models											
	case #1	2003 Mercedes E320	case #2	2001 Buick LeSabre	case #3	2003 Toyota Avalon	case #4	2002 Audi A4	case #5		
A =	391.22855 lb/in	368.90273 lb/in	A =	360.1776 lb/in		A =	384.91497 lb/in	A =	425.56978 lb/in		
B =	109.60545 lb/in ²	108.88369 lb/in ²	B =	102.1116 lb/in ²		B =	118.64122 lb/in ²	B =	149.56229 lb/in ²		
W (width of	70.935 in	70.088 in	W (width of	70.301 in		W (width of	65.971 in	W (width of	66.017 in		
c1 =	15.684 in	17.142 in	c1 =	18.489 in		c1 =	15.445 in	c1 =	12.025 in		
c2 =	17.07 in	18.621 in	c2 =	20.557 in		c2 =	16.065 in	c2 =	18.162 in		
c3 =	19.254 in	19.126 in	c3 =	22.23 in		c3 =	20.026 in	c3 =	18.831 in		
c4 =	21.119 in	19.839 in	c4 =	21.49 in		c4 =	20.087 in	c4 =	18.701 in		
c5 =	21.349 in	18.018 in	c5 =	20.034 in		c5 =	15.46 in	c5 =	16.803 in		
c6 =	20.147 in	17.616 in	c6 =	16.578 in		c6 =	14.61 in	c6 =	8.965 in		
θ =	0 degrees	0 degrees	θ =	0 degrees		θ =	0 degrees	θ =	0 degrees		
G =	698.2306917 lbs	624.9293361 lbs	G =	635.2261 lbs		G =	624.4016 lbs	G =	605.46558 lbs		
E =	2054101.75 in-lbs	1846235.645 in-lbs	E =	2056903 in-lbs		E =	1672004.5 in-lbs	E =	1900287.5 in-lbs		
E =	171175.1458 ft-lbs	153852.9704 ft-lbs	E =	171408.6 ft-lbs		E =	139333.7 ft-lbs	E =	158357.29 ft-lbs		
w = (weight	4508.453262 lbs	4265.944773 lbs	w = (weight	4102.803 lbs		w = (weight	3862.4988 lbs	w = (weight	4012.4132 lbs		
v =	49.44808772 ft/sec	48.19347719 ft/sec	v =	51.87031 ft/sec		v =	48.198869 ft/sec	v =	50.414927 ft/sec		
v =	33.55398888 mi/hr	32.70264782 mi/hr	v =	35.19764 mi/hr		v =	32.706306 mi/hr	v =	34.210057 mi/hr		
2003 Hyundai Accent	case #6	2001 Chevy Malibu	case #7	2003 Honda S2000	case #8	2002 Mini Cooper	case #9	2003 Toyota Corolla	case #10		
A =	325.15176 lb/in	345.46882 lb/in	A =	437.046 lb/in		A =	557.569 lb/in	A =	278.49701 lb/in		
B =	102.2357 lb/in ²	101.95357 lb/in ²	B =	171.437 lb/in ²		B =	285.702 lb/in ²	B =	79.30638 lb/in ²		
W (width	57.173 in	61.338 in	W (width	64.218 in		W (width	58.425 in	W (width	59.993 in		
c1 =	11.896 in	22.67 in	c1 =	12.51 in		c1 =	7.434 in	c1 =	14.593 in		
c2 =	18.695 in	24.821 in	c2 =	16.543 in		c2 =	11.563 in	c2 =	19.252 in		
c3 =	19.757 in	25.071 in	c3 =	16.315 in		c3 =	15.588 in	c3 =	20.375 in		
c4 =	18.34 in	20.667 in	c4 =	12.301 in		c4 =	12.127 in	c4 =	22.053 in		
c5 =	18.872 in	16.548 in	c5 =	13.549 in		c5 =	11.851 in	c5 =	21.267 in		
c6 =	16.219 in	6.827 in	c6 =	10.287 in		c6 =	10.887 in	c6 =	20.399 in		
θ =	0 degrees	0 degrees	θ =	0 degrees		θ =	0 degrees	θ =	0 degrees		
G =	517.05846 lbs	585.309105 lbs	G =	557.084 lbs		G =	544.069 lbs	G =	488.99335 lbs		
E =	1313086.8 in-lbs	1845419.17 in-lbs	E =	1528540 in-lbs		E =	1665460 in-lbs	E =	1332912.1 in-lbs		
E =	109423.9 ft-lbs	153784.931 ft-lbs	E =	127378 ft-lbs		E =	138788 ft-lbs	E =	111076 ft-lbs		
w = (weight	2914.5111 lbs	3545.03318 lbs	w = (weight	3229.77 lbs		w = (weight	3095.29 lbs	w = (weight	2976.2405 lbs		
v =	49.171808 ft/sec	52.8554376 ft/sec	v =	50.397 ft/sec		v =	53.7364 ft/sec	v =	49.025163 ft/sec		
v =	33.366514 mi/hr	35.8661143 mi/hr	v =	34.1979 mi/hr		v =	36.4639 mi/hr	v =	33.267005 mi/hr		

2002 Chrysler PT Cruiser		case #11	2002 Ford Explorer Spt		case #12	2002 Nissan Pathfrd		case #13	2002 Toyota Highldr		case #14	2003 Subaru Forester		case #15
A =	487.37757	lb/in	A =	577.3843	lb/in	A =	406.512	lb/in	A =	424.084	lb/in	A =	396.79779	lb/in
B =	183.379	lb/in*2	B =	226.37027	lb/in*2	B =	109.969	lb/in*2	B =	133.258	lb/in*2	B =	127.71167	lb/in*2
W (width c	66.903	in	W (width	62.313	in	W (width c	61.163	in	W (width c	69.39	in	W (width c	67.924	in
c1 =	13.631	in	c1 =	12.96	in	c1 =	16.98	in	c1 =	4.994	in	c1 =	15.763	in
c2 =	11.59	in	c2 =	15.249	in	c2 =	27.44	in	c2 =	16.132	in	c2 =	16.169	in
c3 =	15.659	in	c3 =	16.19	in	c3 =	27.873	in	c3 =	16.305	in	c3 =	16.479	in
c4 =	13.537	in	c4 =	17.446	in	c4 =	21.03	in	c4 =	21.242	in	c4 =	16.819	in
c5 =	13.031	in	c5 =	16.306	in	c5 =	25.835	in	c5 =	20.838	in	c5 =	19.231	in
c6 =	12.584	in	c6 =	14.023	in	c6 =	9.429	in	c6 =	17.863	in	c6 =	15.123	in
θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees
G =	647.66657	lbs	G =	736.343668	lbs	G =	751.356	lbs	G =	674.808	lbs	G =	616.42169	lbs
E =	1584425.7	in-lbs	E =	2367994.79	in-lbs	E =	2471661	in-lbs	E =	1992659	in-lbs	E =	1727619.1	in-lbs
E =	132035.47	ft-lbs	E =	197332.899	ft-lbs	E =	205972	ft-lbs	E =	166055	ft-lbs	E =	143968.26	ft-lbs
w = (weight	3723.6076	lbs	w = (wei	4572.38732	lbs	w = (weight	4720.1	lbs	w = (weight	4455.54	lbs	w = (weight	3615.5811	lbs
v =	47.786617	ft/sec	v =	52.719487	ft/sec	v =	53.0117	ft/sec	v =	48.9912	ft/sec	v =	50.639249	ft/sec
v =	32.426565	mi/hr	v =	35.7738623	mi/hr	v =	35.9721	mi/hr	v =	33.244	mi/hr	v =	34.362275	mi/hr

2002 Dodge Ram 1500		case #16	2001 Nissan Frontier		case #17	2003 Chevy Silverado		case #18	01 Dodge Ram Wagon V		case #19	2001 Dodge Caravan		case #20
A =	520.19252	lb/in	A =	434.13947	lb/in	A =	374.096	lb/in	A =	468.9903	lb/in	A =	490.62915	lb/in
B =	169.96174	lb/in*2	B =	126.4965	lb/in*2	B =	91.75556	lb/in*2	B =	153.2546	lb/in*2	B =	177.62436	lb/in*2
W (width of	75.441	in	W (width c	59.114	in	W (width of	63.216	in	W (width of	68.947	in	W (width of	66.771	in
c1 =	14.924	in	c1 =	16.943	in	c1 =	23.045	in	c1 =	11.296	in	c1 =	13.209	in
c2 =	22.356	in	c2 =	16.34	in	c2 =	28.999	in	c2 =	14.495	in	c2 =	18.65	in
c3 =	19.527	in	c3 =	24.804	in	c3 =	30.226	in	c3 =	18.73	in	c3 =	19.543	in
c4 =	20.137	in	c4 =	24.259	in	c4 =	30.027	in	c4 =	12.315	in	c4 =	17.956	in
c5 =	13.348	in	c5 =	20.848	in	c5 =	24.911	in	c5 =	28.105	in	c5 =	13.865	in
c6 =	11.513	in	c6 =	12.451	in	c6 =	18.412	in	c6 =	20.757	in	c6 =	4.388	in
θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees
G =	796.0622722	lbs	G =	744.9893057	lbs	G =	762.6123	lbs	G =	717.603	lbs	G =	677.601211	lbs
E =	2837086.734	in-lbs	E =	2133006.34	in-lbs	E =	2829007	in-lbs	E =	2446384	in-lbs	E =	2124822.91	in-lbs
E =	236423.8945	ft-lbs	E =	177750.5283	ft-lbs	E =	235750.6	ft-lbs	E =	203865.3	ft-lbs	E =	177068.576	ft-lbs
w = (weigh	5551.239762	lbs	w = (weig	4521.680997	lbs	w = (w eight	5200.705	lbs	w = (weight	4812.691	lbs	w = (weight	4299.01411	lbs
v =	52.37133258	ft/sec	v =	50.3151097	ft/sec	v =	54.0304	ft/sec	v =	52.23007	ft/sec	v =	51.5026108	ft/sec
v =	35.53761515	mi/hr	v =	34.14232399	mi/hr	v =	36.66341	mi/hr	v =	35.44176	mi/hr	v =	34.9481266	mi/hr

APPENDIX C

The Actual Within Differences (Seed Data)	Bootstrap Sample									
	1	2	3	4	5	6	7	8	9	10
-1.23582145	-0.19382	1.874921	0.226101	0.515916	1.565276	0.476458	-0.73981	0.515916	-0.73981	-0.73981
-1.647020556	-1.64702	0.226101	0.515916	1.874921	0.226101	0.226101	-0.35175	-0.16766	-0.73981	-0.16766
-0.351750929	-0.38112	2.448286	-1.23582	3.570414	0.18368	-0.16766	-1.23582	-1.64702	1.565276	1.874921
0.515916268	-1.24012	2.448286	-1.00617	-0.38112	-1.00617	-0.73981	1.874921	-0.38112	-0.16766	2.448286
-0.560572586	-0.19382	-1.03263	1.874921	-0.56057	-0.16766	-1.24012	0.476458	-0.35175	-0.16766	1.874921
0.183679795	0.515916	3.570414	0.226101	0.226101	-0.20174	-0.56057	1.874921	2.448286	-0.73981	-1.03263
-1.032627733	-0.35175	0.476458	-0.56057	-1.03263	0.226101	0.515916	0.226101	3.570414	-0.73981	-0.19382
-0.73981005	0.18368	3.570414	0.515916	2.448286	0.515916	-0.38112	-1.23582	-1.24012	-0.19382	-0.73981
-1.240118814	1.565276	-0.73981	-1.00617	-0.35175	0.226101	3.570414	-1.00617	-0.56057	1.874921	0.476458
-0.381123119	1.565276	0.226101	2.448286	-1.23582	-0.56057	0.226101	-0.38112	-1.03263	1.874921	-1.00617
-0.193823157	-1.64702	1.874921	-1.24012	0.18368	0.476458	0.476458	0.226101	-0.35175	-0.20174	-1.03263
-1.006171272	-0.73981	-0.16766	0.515916	3.570414	0.515916	-0.73981	0.16766	-0.73981	1.565276	-0.56057
0.476458007	-1.64702	-1.24012	2.448286	0.18368	-0.73981	-0.19382	0.18368	1.874921	1.565276	-1.03263
-0.167657171	-0.56057	0.515916	3.570414	-1.03263	-1.23582	-1.24012	0.226101	0.226101	0.476458	-1.24012
-0.201743692	-0.56057	-0.56057	-0.16766	3.570414	-1.00617	2.448286	-1.23582	0.476458	0.226101	1.565276
3.570413842	0.476458	-0.35175	-1.03263	-1.23582	0.226101	0.18368	-1.23582	0.476458	1.565276	-0.73981
1.565275502	-0.73981	2.448286	-0.38112	-0.16766	-0.38112	0.515916	0.18368	-1.24012	-1.64702	-1.00617
2.448286293	-1.23582	-0.19382	-0.73981	0.476458	-1.23582	-1.24012	-1.03263	0.476458	-1.00617	-1.24012
0.226101071	-1.23582	-1.00617	-1.00617	1.565276	0.515916	-0.56057	-0.16766	-0.73981	-1.24012	-1.03263
1.874921215	-0.38112	-0.35175	-1.03263	-0.38112	-0.56057	-1.24012	1.565276	1.565276	0.226101	-0.73981
mean	-0.42243	0.701791	0.146649	0.590322	-0.12089	0.016774	-0.15926	0.119563	0.183291	-0.21323
variance	0.884266	2.423431	1.999573	2.620474	0.520561	1.470753	1.023308	1.808811	1.323174	1.406715

	11	12	13	14	15	16	17	18	19	20
	3.570414	1.565276	-0.35175	0.476458	-0.35175	0.476458	-0.19382	-1.00617	-0.20174	-0.16766
	-1.00617	0.515916	0.476458	-1.03263	-1.03263	-1.23582	-0.35175	-1.64702	-0.38112	-1.24012
	-1.23582	2.448286	2.448286	-1.64702	-1.24012	-1.03263	3.570414	0.18368	-0.35175	-1.23582
	-1.64702	-1.23582	-0.73981	-0.16766	0.476458	-0.20174	-0.20174	-0.73981	-0.73981	0.515916
	-0.16766	0.476458	0.18368	0.476458	-1.24012	0.515916	-1.23582	0.18368	-0.35175	3.570414
	0.515916	-1.24012	1.565276	-1.00617	-1.03263	-1.64702	0.18368	-1.24012	-0.16766	-1.00617
	-0.35175	0.226101	-1.03263	-1.24012	-0.35175	-1.00617	-0.20174	1.874921	3.570414	2.448286
	0.515916	-0.20174	-1.03263	2.448286	2.448286	-0.16766	-1.00617	-1.64702	0.476458	-1.03263
	-0.16766	1.874921	-1.64702	1.874921	-1.64702	-0.19382	0.226101	-0.38112	-1.00617	-1.23582
	-1.00617	0.515916	-0.20174	-0.35175	0.476458	-1.00617	-1.64702	2.448286	-0.35175	-0.20174
	0.476458	0.515916	-1.03263	-1.64702	-1.00617	3.570414	1.565276	-0.38112	1.874921	0.18368
	0.18368	-1.03263	0.476458	1.874921	-0.73981	-0.35175	-1.23582	-1.24012	0.515916	-0.20174
	2.448286	-1.00617	-0.20174	-1.64702	-0.20174	1.874921	-1.03263	-1.23582	2.448286	-0.73981
	0.226101	-0.38112	1.565276	0.226101	-0.73981	0.16766	2.448286	-0.16766	-0.56057	-1.64702
	-1.23582	0.476458	0.226101	1.874921	-0.38112	-1.24012	-0.38112	0.226101	0.226101	1.874921
	3.570414	-0.56057	-1.23582	-0.73981	3.570414	-0.38112	-1.23582	0.226101	0.476458	-0.16766
	-0.56057	-1.64702	0.515916	-1.00617	1.874921	-0.16766	1.565276	3.570414	-0.73981	-1.00617
	-1.03263	-1.03263	-1.00617	0.515916	-0.20174	-1.64702	0.515916	-0.35175	0.476458	0.515916
	-1.23582	-0.56057	-0.38112	-1.64702	0.18368	3.570414	1.874921	0.18368	0.515916	0.476458
	0.226101	3.570414	0.476458	-0.73981	-1.23582	1.874921	3.570414	-1.03263	-0.56057	-0.19382
mean	0.10431	0.164363	-0.04646	-0.15521	-0.1186	0.071834	0.339841	-0.13757	0.258411	-0.02453
variance	2.265645	1.853053	1.117482	1.766093	1.815433	2.364711	2.510927	1.855349	1.342475	1.797738

	21	22	23	24	25	26	27	28	29	30
	-1.00617	-1.03263	-1.23582	2.448286	2.448286	-0.19382	-0.56057	-0.20174	-0.20174	-0.73981
	0.18368	-1.23582	-0.35175	0.476458	-1.24012	0.18368	1.874921	-0.19382	-1.64702	2.448286
	-0.73981	1.874921	-1.03263	-0.20174	-0.19382	0.515916	-1.24012	1.565276	-0.73981	1.565276
	-0.19382	0.515916	-1.64702	-1.23582	3.570414	-0.20174	0.476458	3.570414	1.874921	-0.38112
	-1.00617	0.18368	0.18368	3.570414	0.476458	-0.73981	2.448286	-1.03263	3.570414	2.448286
	-1.03263	0.515916	0.226101	0.18368	-0.56057	-1.64702	2.448286	-1.23582	-1.24012	-1.64702
	1.565276	-0.35175	-0.35175	0.476458	-0.38112	-0.38112	-0.38112	-0.19382	1.565276	1.874921
	0.18368	1.874921	-0.19382	-1.03263	0.515916	1.565276	-0.20174	-0.16766	-0.19382	0.476458
	-0.19382	-1.03263	3.570414	-1.64702	-1.03263	-1.24012	-0.73981	-0.73981	0.18368	2.448286
	1.565276	-0.56057	0.18368	2.448286	-1.03263	-1.03263	-1.23582	-0.20174	1.565276	-1.00617
	2.448286	-0.56057	3.570414	-1.00617	0.476458	-0.16766	-0.19382	-1.23582	3.570414	1.565276
	0.226101	-1.23582	0.476458	0.226101	0.476458	-1.00617	-0.73981	0.226101	1.874921	-0.56057
	-1.24012	-1.64702	0.476458	0.18368	-0.56057	-1.24012	-0.73981	-0.16766	-0.20174	-0.16766
	-0.38112	-1.23582	0.476458	-1.23582	-0.35175	-0.20174	1.565276	0.18368	0.18368	1.565276
	-0.38112	-0.19382	0.226101	-0.20174	3.570414	-1.24012	0.18368	1.565276	0.18368	-1.64702
	1.565276	-1.03263	-0.35175	-1.23582	-0.38112	3.570414	0.476458	3.570414	-1.24012	-1.24012
	-0.35175	-0.19382	0.18368	-1.03263	-1.03263	-1.03263	-0.73981	1.565276	0.476458	1.565276
	-0.35175	0.515916	-0.16766	-1.03263	0.226101	1.565276	-0.38112	-0.73981	-1.23582	1.874921
	-0.20174	3.570414	1.874921	0.18368	-1.24012	-1.24012	-0.73981	-1.23582	0.226101	1.874921
	-1.00617	-1.24012	0.18368	-1.23582	-0.56057	-0.73981	-0.73981	-0.56057	0.515916	-1.03263
mean	-0.01743	-0.12507	0.314992	-0.04504	0.159642	-0.2452	0.042009	0.216985	0.454527	0.564253
variance	1.068388	1.745082	1.773052	2.02191	2.086722	1.586405	1.338851	2.066258	2.20643	2.224469

	Bootstrap Sample									
	31	32	33	34	35	36	37	38	39	40
The Actual Within										
Differences (Seed Data)										
-1.23582145	0.476458	-1.00617	1.565276	-1.03263	3.570414	0.515916	-1.03263	-1.24012	-1.00617	-1.23582
-1.647020556	0.515916	-1.00617	-1.03263	-0.35175	-0.16766	0.226101	-1.23582	-1.64702	-0.35175	-0.20174
-0.351750929	0.18368	-0.73981	-0.35175	2.448286	-0.73981	-0.56057	-0.16766	-0.73981	-1.64702	-0.38112
0.515916268	0.226101	0.476458	1.565276	0.476458	-1.24012	3.570414	-1.23582	1.565276	0.515916	-1.24012
-0.560572586	-1.24012	3.570414	-1.23582	-1.03263	-0.16766	0.226101	-0.19382	-0.35175	-0.19382	0.515916
0.183679795	-1.03263	-1.03263	3.570414	-0.19382	0.515916	1.874921	-1.03263	-1.03263	-1.03263	1.874921
-1.032627733	1.565276	0.476458	0.515916	-0.56057	0.18368	-1.00617	0.18368	-1.23582	-1.64702	-0.35175
-0.73981005	-0.20174	3.570414	1.874921	-0.73981	1.565276	-0.35175	1.565276	-0.20174	2.448286	-0.73981
-1.240118814	-1.00617	0.226101	-1.23582	-0.20174	0.18368	0.226101	0.226101	0.18368	0.18368	0.515916
-0.381123119	-1.23582	-1.00617	0.476458	-1.03263	3.570414	-0.38112	3.570414	-1.64702	-1.24012	-0.56057
-0.193823157	0.515916	2.448286	3.570414	-0.38112	-1.23582	-1.03263	-1.03263	-0.73981	1.874921	-0.19382
-1.006171272	-1.24012	1.565276	3.570414	0.476458	-0.19382	-0.35175	-0.73981	-1.00617	0.515916	2.448286
0.476458007	-0.16766	0.515916	1.874921	0.476458	-1.00617	0.18368	-1.03263	0.18368	0.226101	3.570414
-0.167657171	-1.23582	-0.19382	-1.23582	-1.64702	-0.56057	2.448286	3.570414	-0.73981	0.226101	-0.73981
-0.201743692	-0.35175	0.476458	-0.20174	-0.35175	1.565276	-1.03263	-0.16766	-0.38112	3.570414	-0.19382
3.570413842	-0.16766	0.18368	1.874921	-1.03263	0.18368	2.448286	-0.19382	-1.00617	0.476458	-0.38112
1.565275502	0.515916	-1.24012	0.476458	0.476458	-1.03263	-0.20174	0.515916	-0.38112	-0.20174	-0.73981
2.448286293	0.476458	3.570414	-0.73981	2.448286	0.476458	-0.16766	-1.00617	-1.23582	1.874921	-1.03263
0.226101071	-0.19382	-0.56057	0.476458	-0.19382	0.18368	-0.19382	-0.73981	-1.03263	-0.56057	0.515916
1.874921215	2.448286	-0.56057	1.874921	0.476458	0.18368	-0.35175	-0.35175	-0.35175	-0.73981	3.570414
mean	-0.05747	0.486692	0.862669	-0.07365	0.291895	0.30441	-0.02654	-0.65188	0.164603	0.250991
variance	0.956987	2.623009	2.612008	1.12436	1.865942	1.628076	1.998138	0.54812	1.906925	2.166393

	41	42	43	44	45	46	47	48	49	50
	0.476458	0.515916	0.515916	1.874921	-0.20174	-1.00617	-0.73981	-0.19382	-1.23582	2.448286
	0.515916	-0.16766	-1.03263	-1.00617	1.874921	3.570414	-1.64702	3.570414	-0.19382	0.515916
	1.874921	-0.35175	3.570414	-1.24012	-0.19382	-0.16766	-1.03263	-0.35175	0.476458	1.874921
	-0.19382	1.874921	-0.38112	-0.19382	0.226101	1.874921	-0.56057	1.565276	0.515916	-0.56057
	-0.16766	-1.23582	0.515916	0.226101	-0.16766	-0.73981	-1.03263	-0.16766	0.226101	-1.00617
	-1.03263	-0.38112	-1.00617	1.874921	-1.24012	-1.24012	-1.64702	0.476458	-0.16766	1.874921
	0.18368	-0.16766	-1.23582	-0.35175	-1.64702	0.515916	0.226101	-0.38112	-1.64702	-0.38112
	-1.23582	-1.23582	-1.03263	0.18368	-0.38112	-0.20174	0.35175	0.226101	0.476458	-0.20174
	-0.16766	0.18368	-1.24012	-0.16766	-1.03263	-1.03263	-0.38112	1.565276	1.874921	0.226101
	-0.38112	2.448286	1.565276	-0.20174	-0.35175	-1.24012	0.476458	-0.16766	3.570414	-0.20174
	1.874921	2.448286	-1.23582	0.515916	-0.16766	0.476458	0.515916	1.565276	-1.03263	-0.56057
	0.476458	0.18368	0.515916	-0.20174	3.570414	-0.20174	-0.19382	2.448286	1.874921	3.570414
	-1.64702	-1.23582	-0.19382	-1.64702	1.874921	-1.24012	-1.24012	-1.00617	0.476458	0.226101
	-0.38112	0.226101	2.448286	-1.64702	2.448286	-0.35175	-0.19382	-0.73981	-1.03263	-0.16766
	-1.03263	-1.64702	0.18368	-1.64702	-0.35175	2.448286	-0.73981	0.226101	-1.64702	1.565276
	3.570414	-0.19382	-0.19382	0.515916	3.570414	-0.35175	0.18368	-0.38112	-1.23582	2.448286
	2.448286	-0.38112	0.476458	0.476458	-0.38112	-1.23582	-0.19382	-1.23582	-0.38112	-1.24012
	3.570414	2.448286	-0.38112	-1.03263	-0.38112	-1.24012	-1.23582	0.226101	3.570414	1.565276
	-0.20174	-1.03263	-0.73981	1.565276	-0.20174	1.565276	0.515916	-1.64702	0.226101	2.448286
	-0.16766	-1.24012	-1.23582	-0.20174	-1.24012	3.570414	-0.20174	-1.03263	-0.56057	1.874921
mean	0.419129	0.05294	-0.00584	-0.11526	0.281284	0.188607	-0.47367	0.228235	0.207702	0.81595
variance	2.241405	1.696476	1.706751	1.164494	2.352757	2.520989	0.463753	1.726566	2.307931	1.92962

	51	52	53	54	55	56	57	58	59	60
	-1.00617	1.874921	-0.16766	-0.35175	1.874921	1.565276	-0.16766	0.226101	1.565276	-0.16766
	0.226101	0.18368	-1.64702	-1.23582	2.448286	-1.23582	0.476458	0.515916	-0.19382	-0.56057
	-0.19382	-0.35175	0.226101	-1.23582	1.874921	-0.73981	-0.56057	0.476458	-1.00617	-0.38112
	-0.38112	3.570414	0.18368	-0.16766	-1.24012	0.476458	-0.38112	-0.56057	-0.38112	0.515916
	-0.19382	3.570414	-0.20174	2.448286	-1.23582	-0.35175	1.565276	3.570414	-0.16766	0.476458
	-0.73981	3.570414	-1.00617	-1.03263	-1.64702	-1.24012	-1.03263	3.570414	0.515916	0.226101
	-0.20174	-0.35175	-1.00617	-1.03263	-0.38112	0.226101	0.226101	-0.19382	-1.23582	-0.19382
	-0.16766	-0.19382	-0.38112	-1.00617	-1.24012	-0.56057	2.448286	-0.20174	-0.19382	2.448286
	-0.20174	-1.23582	0.226101	-0.16766	-0.16766	-1.03263	1.874921	1.874921	-0.19382	-1.23582
	1.874921	0.476458	0.476458	-0.16766	-0.16766	-0.19382	-0.19382	1.874921	0.476458	-0.20174
	-0.73981	-1.64702	-0.16766	-0.20174	0.226101	-1.03263	-0.38112	-0.56057	1.874921	-1.24012
	1.874921	-0.19382	3.570414	1.565276	0.515916	1.874921	-0.16766	0.18368	0.226101	-0.35175
	0.226101	-1.03263	-1.23582	0.226101	-0.20174	-0.35175	-0.20174	-1.23582	1.874921	1.874921
	-1.64702	1.565276	1.874921	-0.38112	-0.16766	2.448286	3.570414	3.570414	-1.03263	0.18368
	-0.16766	0.515916	2.448286	-1.00617	-1.64702	-1.24012	-1.00617	-1.24012	1.565276	-0.16766
	0.18368	0.476458	-1.00617	-0.38112	-0.16766	0.476458	-1.64702	-0.16766	-1.64702	0.18368
	1.565276	0.476458	2.448286	-1.64702	-1.64702	-1.23582	-1.23582	-1.03263	1.565276	0.515916
	2.448286	0.515916	-0.73981	0.226101	2.448286	2.448286	-1.00617	-1.64702	-1.00617	-0.56057
	1.874921	-0.56057	0.515916	0.476458	0.515916	1.874921	-1.24012	1.565276	-0.20174	1.874921
	-0.19382	-0.35175	-0.35175	0.476458	-1.24012	0.18368	0.226101	-1.24012	-1.24012	-1.00617
mean	0.222	0.543869	0.202953	-0.22981	-0.06232	0.117977	0.058296	0.467422	0.058211	0.111643
variance	1.22925	2.40037	1.90774	0.968843	1.794843	1.638894	1.819832	2.792084	1.265954	0.987522

The Actual Within Differences (Seed Data)		Bootstrap Sample												
		61	62	63	64	65	66	67	68	69	70			
	-1.23582145	-1.64702	-1.64702	-0.56057	2.448286	2.448286	-1.24012	-1.03263	-0.56057	2.448286	1.565276			
	-1.647020556	-0.73981	-0.16766	-1.03263	0.476458	-1.23582	-0.38112	0.18368	-0.16766	2.448286	-0.19382			
	-0.351750929	1.565276	-1.03263	3.570414	1.874921	-0.20174	0.476458	-0.20174	0.18368	0.515916	-0.19382			
	0.515916268	-0.35175	-0.38112	1.874921	0.226101	-0.19382	2.448286	-0.38112	-1.64702	-1.00617	0.226101			
	-0.560572586	3.570414	0.18368	-0.20174	1.874921	-1.03263	0.18368	-1.23582	-1.24012	-0.38112	-1.00617			
	0.183679795	-1.00617	-0.73981	-1.64702	-0.73981	-0.19382	-0.16766	-0.56057	0.226101	-1.00617	-0.35175			
	-1.032627733	-1.24012	1.565276	0.226101	0.515916	0.18368	1.565276	0.476458	0.476458	-0.16766	2.448286			
	-0.73981005	0.226101	-1.00617	-1.03263	-0.73981	1.874921	-1.03263	-0.56057	0.226101	0.226101	-0.38112			
	-1.240118814	2.448286	-1.03263	-1.64702	-0.73981	-0.35175	2.448286	-0.16766	0.18368	-0.56057	0.515916			
	-0.381123119	-0.38112	1.874921	0.476458	-0.16766	-1.23582	-1.24012	-1.23582	3.570414	-1.03263	0.476458			
	-0.193823157	-1.00617	-1.03263	-0.38112	-0.20174	-1.23582	1.565276	-1.23582	1.874921	-1.64702	-0.35175			
	-1.006171272	-1.03263	-1.24012	-0.56057	-1.00617	0.515916	0.226101	0.515916	-0.56057	0.515916	-1.64702			
	0.476458007	-0.35175	-1.00617	-0.16766	-1.64702	-0.56057	1.565276	-1.64702	2.448286	-0.16766	1.565276			
	-0.167657171	-0.38112	-1.03263	-0.35175	-0.35175	1.874921	-1.00617	-0.35175	0.226101	0.226101	-1.64702			
	-0.201743692	-0.38112	-1.00617	-0.56057	1.565276	0.476458	1.874921	1.874921	-0.38112	1.874921	1.874921			
	3.570413842	-1.64702	-0.35175	0.226101	-0.20174	-0.73981	0.515916	-0.56057	-0.19382	2.448286	0.18368			
	1.565275502	-1.24012	-1.24012	-0.56057	-1.64702	-0.16766	0.515916	-1.03263	-1.03263	-0.38112	-0.19382			
	2.448286293	-1.03263	-0.35175	0.476458	1.874921	-0.35175	-0.20174	-1.24012	-0.56057	-1.24012	-0.35175			
	0.226101071	0.515916	0.18368	-1.64702	-0.35175	0.476458	-0.19382	1.565276	-0.20174	0.226101	1.565276			
	1.874921215	0.18368	-0.38112	0.515916	-0.56057	-0.35175	1.565276	1.874921	-0.20174	3.570414	3.570414			
		mean	-0.19644	-0.4921	-0.14923	0.125097	0.474364	-0.24763	0.133408	0.345504	0.383677			
		variance	1.824229	0.81021	1.500299	1.472232	1.423884	1.106669	1.521112	2.134019	1.8057			

	71	72	73	74	75	76	77	78	79	80
	-1.24012	0.18368	-0.38112	-1.64702	0.18368	-0.73981	-0.73981	-1.23582	-0.20174	-1.64702
	-1.24012	0.226101	1.874921	1.874921	0.515916	3.570414	3.570414	-1.00617	-0.38112	-1.00617
	-0.20174	-1.03263	-0.56057	-1.03263	-0.19382	2.448286	-1.03263	2.448286	-0.56057	-0.19382
	-0.19382	-1.03263	-1.23582	-0.38112	-1.03263	-1.64702	0.226101	1.565276	3.570414	-0.56057
	0.226101	-0.16766	-0.20174	0.18368	-1.00617	1.565276	-0.16766	-1.64702	-0.56057	-1.03263
	-1.64702	-1.23582	1.874921	0.18368	1.874921	0.515916	0.476458	0.226101	2.448286	0.515916
	1.565276	1.565276	-1.03263	-0.19382	3.570414	-1.23582	-0.35175	-0.16766	1.874921	-0.35175
	-1.00617	-0.35175	2.448286	-0.38112	0.515916	-1.24012	-1.23582	-0.19382	-0.56057	0.18368
	0.18368	-1.03263	-1.23582	-0.35175	-0.38112	1.565276	-0.38112	-1.64702	-1.64702	-0.20174
	0.226101	0.515916	-0.16766	-0.56057	-1.24012	-0.35175	-1.23582	0.18368	1.874921	-1.00617
	1.565276	0.476458	0.226101	1.874921	-1.64702	-0.73981	-0.35175	-1.23582	-1.00617	-1.24012
	-0.38112	0.226101	-1.24012	-0.73981	0.476458	-1.64702	0.515916	1.874921	-1.23582	3.570414
	-1.03263	-1.00617	1.874921	-0.56057	-1.64702	-0.38112	-0.16766	-1.24012	-1.64702	-1.03263
	-1.24012	0.515916	-1.24012	-1.64702	-1.64702	3.570414	-1.64702	-1.24012	-1.64702	-1.03263
	-0.20174	1.874921	-0.35175	-0.38112	-0.38112	-0.19382	-0.19382	0.226101	0.18368	2.448286
	-1.64702	0.515916	-0.56057	0.226101	-1.24012	-1.03263	3.570414	0.515916	-1.24012	-1.00617
	0.515916	0.18368	-0.19382	-1.03263	-1.23582	0.18368	-1.00617	-0.38112	-0.19382	-1.23582
	0.476458	0.226101	1.565276	0.18368	0.18368	0.515916	2.448286	1.874921	-0.19382	-0.20174
	1.565276	3.570414	2.448286	-0.19382	2.448286	0.515916	-0.35175	-1.23582	2.448286	-1.00617
	-0.38112	0.515916	2.448286	-0.56057	-0.16766	-1.03263	2.448286	-0.73981	-1.64702	-1.64702
	mean	-0.20443	0.236856	0.317962	-0.25683	-0.10252	0.210477	-0.12774	0.144519	-0.2543
	variance	1.035304	1.315486	1.958315	0.818233	2.002625	2.545293	2.424563	1.548085	2.486959

APPENDIX D

The Actual Between Differences (Seed Data)	Bootstrap Sample									
	1	2	3	4	5	6	7	8	9	10
-2.575302308	0.096352	1.342703	-2.4944	1.075882	-1.20164	1.213169	-2.5753	0.731935	1.342703	0.436328
-2.498058383	0.393647	-2.4944	1.075882	1.342703	1.342703	-1.44098	1.075882	1.567686	-1.44098	-1.74614
-2.494399823	1.567686	0.436328	1.075882	0.096352	-0.7477	-2.4944	1.567686	1.567686	-1.33088	-2.4944
-1.746136787	-2.4944	-1.20164	-2.5753	1.075882	1.342703	-1.33088	-0.79181	1.213169	-1.74614	-1.44098
-1.473886444	-2.4944	0.393647	0.096352	-0.79181	-1.33088	-2.4944	-0.7477	-2.49806	1.928733	-1.74614
-1.440979236	-2.49806	-0.79181	-0.79181	-1.47389	-2.5753	-0.7477	0.436328	0.731935	-0.79181	-1.74614
-1.330881548	0.436328	-2.5753	1.47389	-2.5753	1.075882	1.213169	0.096352	1.213169	0.731935	1.075882
-1.201643376	0.436328	-2.4944	0.436328	-0.7477	-1.74614	0.436328	-1.20164	-2.4944	1.213169	0.393647
-1.037270045	1.213169	0.731935	-1.03727	-1.33088	0.436328	-2.5753	0.096352	0.393647	1.567686	0.393647
-0.791810326	0.731935	1.213169	1.075882	0.731935	-0.7477	1.928733	-1.03727	1.567686	1.213169	-0.79181
-0.74769637	-1.03727	-1.74614	1.567686	-1.33088	0.436328	-1.74614	-1.74614	-1.47389	0.393647	0.436328
0.096351785	1.075882	-2.49806	-1.03727	1.213169	0.096352	-2.5753	0.731935	-1.03727	-0.79181	-2.49806
0.393646966	-1.44098	-2.4944	0.096352	0.731935	-0.79181	1.342703	-1.20164	-1.44098	0.393647	0.436328
0.436328416	1.567686	-1.20164	-1.44098	0.393647	-1.33088	1.213169	1.928733	0.436328	1.928733	0.096352
0.731934905	-1.74614	-0.79181	1.928733	-1.03727	0.436328	-1.47389	-2.5753	1.075882	1.342703	1.075882
1.075882095	-1.20164	-0.7477	-2.49806	-2.49806	1.567686	1.342703	0.393647	-1.47389	1.928733	1.342703
1.213168948	-2.49806	1.075882	-1.20164	-1.74614	1.928733	1.928733	-1.20164	0.393647	1.342703	-2.49806
1.342703247	-1.74614	-1.74614	-1.44098	1.075882	-1.74614	-2.49806	-1.20164	1.928733	-2.4944	1.213169
1.567686138	1.213169	-0.79181	-1.47389	-1.03727	1.342703	-1.44098	0.393647	-1.44098	-1.20164	0.096352
1.928732533	-2.49806	-0.79181	1.213169	1.928733	-2.49806	0.096352	0.393647	1.928733	-0.79181	0.436328
mean	-0.54615	-0.85867	-0.39211	-0.24515	-0.34118	-0.60339	-0.35829	0.144539	0.236904	-0.37644
variance	2.420567	1.797805	1.889838	1.867109	1.92718	3.041639	1.596227	2.215986	2.007183	1.810445
	11	12	13	14	15	16	17	18	19	20
	-1.33088	1.075882	-0.79181	0.731935	1.213169	-1.20164	1.567686	1.928733	0.731935	0.731935
	-0.7477	0.393647	0.436328	-1.33088	0.731935	-1.74614	1.342703	1.567686	1.567686	1.928733
	-2.4944	-2.49806	0.436328	1.342703	-1.47389	0.436328	1.213169	1.567686	0.436328	-2.5753
	1.075882	-0.7477	-2.5753	-1.74614	-1.33088	1.075882	-1.47389	1.213169	1.567686	-2.4944
	0.393647	-1.47389	-2.4944	1.342703	0.096352	-1.03727	1.075882	-1.47389	-1.20164	-1.20164
	-2.4944	1.075882	-1.20164	0.436328	0.436328	-0.7477	0.393647	1.567686	0.731935	-1.03727
	-1.47389	-1.33088	-1.03727	-1.20164	1.928733	-1.33088	-0.7477	1.342703	0.731935	-1.47389
	-0.79181	0.096352	-2.5753	-1.74614	-2.49806	-1.47389	-1.03727	1.075882	-1.33088	-0.79181
	-2.5753	1.928733	-1.33088	-2.49806	1.075882	0.393647	1.567686	-2.49806	-1.47389	-1.44098
	-1.03727	0.096352	-2.49806	1.567686	1.928733	-1.44098	0.436328	1.342703	1.075882	-2.4944
	-1.47389	-1.47389	0.436328	0.393647	-1.74614	1.213169	-0.79181	-2.5753	1.342703	-1.74614
	-0.7477	0.731935	-1.20164	1.928733	-1.44098	-0.7477	1.567686	0.731935	1.075882	0.731935
	1.342703	0.731935	0.436328	-1.33088	1.567686	-0.79181	-2.5753	1.567686	1.342703	-1.03727
	-1.03727	1.342703	-1.20164	-2.49806	1.075882	-2.49806	-0.79181	-2.4944	-0.7477	0.393647
	1.213169	-1.47389	-1.74614	-1.47389	1.342703	-1.33088	-1.33088	-1.44098	-2.5753	-1.47389
	-1.33088	1.567686	0.096352	1.213169	1.928733	1.928733	-1.33088	-2.5753	1.342703	-1.47389
	0.393647	1.075882	1.342703	-1.74614	-2.49806	1.567686	1.342703	-1.20164	1.567686	-1.03727
	-2.49806	1.075882	1.342703	0.096352	-1.74614	0.393647	1.342703	-1.33088	1.213169	-1.74614
	1.213169	-1.44098	-1.44098	-1.33088	1.213169	-1.44098	-1.47389	1.213169	0.096352	1.342703
	-0.79181	1.075882	0.436328	0.731935	-1.47389	1.075882	-2.5753	-2.4944	0.436328	1.567686
mean	-0.75965	0.091474	-0.75658	-0.35588	0.016564	-0.38515	-0.11393	-0.14829	0.396575	-0.76638
variance	1.705265	1.684725	1.672453	2.142414	2.535787	1.627363	2.080893	3.198208	1.473624	1.922445

	41	42	43	44	45	46	47	48	49	50
	-1.33088	-1.47389	-2.49806	-1.03727	-1.74614	-2.49806	-2.49806	0.731935	-0.7477	-2.4944
	-1.33088	1.342703	-2.49806	-0.7477	-2.5753	0.436328	0.731935	-2.4944	0.393647	-1.20164
	0.731935	-1.20164	0.393647	-0.79181	0.096352	-0.79181	1.342703	-1.33088	1.213169	-2.49806
	1.213169	-1.44098	-0.7477	1.928733	-1.33088	-2.5753	-0.7477	-1.20164	1.567686	1.342703
	0.436328	0.096352	-2.4944	0.393647	1.928733	-1.44098	-0.79181	-1.20164	-1.74614	0.393647
	-1.47389	-0.79181	1.213169	0.436328	-2.49806	-2.49806	0.096352	1.567686	0.393647	-0.79181
	0.096352	1.567686	-1.03727	-1.33088	-1.33088	1.342703	-1.33088	-2.4944	-2.5753	1.075882
	-0.79181	-2.49806	-0.7477	-1.33088	-1.03727	-1.47389	1.567686	-2.5753	-0.7477	-2.5753
	-1.47389	1.567686	-1.20164	-1.74614	0.436328	1.567686	-1.74614	-0.79181	-1.20164	-1.33088
	0.096352	1.342703	-1.20164	1.213169	0.731935	0.393647	-0.79181	-1.47389	-1.74614	-2.49806
	-1.47389	-2.4944	1.928733	0.436328	-1.47389	-2.4944	-1.03727	1.342703	1.342703	-2.4944
	-0.79181	1.075882	1.342703	-1.74614	0.731935	1.342703	-1.74614	0.436328	-0.79181	-2.49806
	1.928733	0.731935	-1.44098	-2.5753	-2.4944	1.567686	-0.7477	1.213169	1.213169	0.436328
	0.393647	-2.5753	-1.47389	0.096352	0.096352	0.436328	1.567686	-1.33088	-2.49806	-2.5753
	-1.44098	1.567686	-0.7477	-2.49806	-1.74614	-1.47389	1.928733	-1.20164	1.213169	-1.44098
	0.731935	0.436328	-1.03727	0.393647	-1.44098	0.731935	-1.20164	1.075882	-2.49806	-2.5753
	1.567686	-1.03727	-1.44098	0.436328	-1.74614	0.731935	1.075882	0.436328	-1.03727	1.342703
	-0.7477	-2.4944	-1.74614	0.096352	1.342703	-1.47389	0.393647	-0.7477	1.075882	-2.4944
	-1.33088	1.567686	1.567686	1.075882	1.928733	-1.33088	0.393647	1.213169	-0.79181	-1.44098
	-0.79181	-2.4944	1.075882	-0.79181	0.096352	1.928733	0.436328	0.096352	-1.33088	-1.74614
	-0.28911	-0.36028	-0.63958	-0.38978	-0.60153	-0.37857	-0.15523	-0.68988	-0.46497	-1.30322
mean	1.250536	2.719336	1.967222	1.521943	2.126548	2.489909	1.640026	1.581639	1.983853	2.07728
variance										
The Actual Between Differences (Seed Data)	51	52	53	54	55	56	57	58	59	60
	0.393647	-1.33088	0.436328	-2.49806	-0.79181	-1.44098	-1.20164	-0.79181	-2.49806	0.731935
	-1.74614	-1.20164	1.213169	0.436328	-1.20164	-0.7477	-2.5753	0.436328	-2.4944	0.731935
	1.213169	0.436328	-0.7477	-1.20164	-1.44098	-1.74614	-1.47389	-1.44098	-2.4944	0.436328
	-0.7477	-1.20164	-0.79181	0.096352	-0.79181	1.213169	-1.74614	-2.49806	0.436328	1.567686
	-2.4944	-1.33088	1.075882	1.928733	-1.47389	0.731935	0.096352	-1.47389	0.096352	-0.79181
	1.075882	-1.20164	1.567686	0.436328	-0.79181	-2.4944	-1.20164	1.928733	-2.5753	0.393647
	-2.5753	-2.5753	-0.79181	-2.4944	0.731935	-1.44098	0.096352	-2.49806	0.096352	-0.79181
	0.436328	-1.33088	1.928733	1.075882	1.928733	1.342703	-0.7477	-1.44098	-1.33088	-1.33088
	1.213169	-1.47389	0.393647	-0.79181	-0.79181	-1.03727	1.928733	-0.79181	1.213169	1.213169
	-0.7477	1.928733	-0.7477	-1.44098	-1.74614	0.393647	-0.7477	-1.47389	1.213169	-1.47389
	-2.5753	1.928733	0.436328	-1.33088	-1.44098	1.213169	1.342703	-2.4944	1.213169	-1.20164
	1.075882	0.731935	-1.33088	0.393647	-1.33088	1.928733	1.075882	-1.20164	-1.47389	-0.7477
	-2.5753	-2.49806	0.731935	0.731935	-1.20164	-1.47389	1.567686	-1.44098	-1.20164	0.731935
	1.213169	-1.33088	0.731935	-1.33088	-2.49806	-2.49806	-1.33088	-1.20164	-0.79181	-1.44098
	-1.20164	-1.44098	-1.33088	-2.4944	-0.7477	-2.49806	-1.74614	-1.47389	-1.03727	-2.4944
	-1.47389	-2.4944	0.393647	-0.79181	1.075882	-0.7477	1.928733	-2.5753	-1.47389	-1.20164
	1.928733	1.342703	1.075882	-1.33088	-1.03727	-1.33088	-1.74614	-2.5753	1.075882	-2.49806
	-1.33088	1.075882	0.393647	-0.79181	-1.74614	0.096352	-1.03727	-0.7477	0.436328	-1.20164
	-1.33088	0.731935	1.213169	0.393647	0.393647	-2.4944	1.928733	1.342703	-1.47389	-0.79181
	-1.03727	0.436328	0.096352	0.096352	1.075882	-1.47389	0.393647	0.436328	0.731935	-2.49806
mean	-0.56432	-0.53993	0.297378	-0.54542	-0.69132	-0.72523	-0.25978	-1.09881	-0.61664	-0.63288
variance	2.260366	2.146438	0.921499	1.556434	1.296453	2.057033	2.116133	1.640528	1.876565	1.545553

