**Feedback — Quiz 3**[Help](https://accounts.coursera.org/i/zendesk/courserahelp?return_to=https://courserahelp.zendesk.com/hc/en-us/articles/201523125-Quizzes)

You submitted this quiz on **Mon 29 Dec 2014 12:35 AM PST**. You got a score of **6.00** out of **7.00**. However, you will not get credit for it, since it was submitted past the deadline.

表單的頂端

**Question 1**

Consider the mtcars data set. Fit a model with mpg as the outcome that includes number of cylinders as a factor variable and weight as confounder. Give the adjusted estimate for the expected change in mpg comparing 8 cylinders to 4.

|  |  |  |  |
| --- | --- | --- | --- |
| **Your Answer** |  | **Score** | **Explanation** |
| -4.256 |  |  |  |
| -6.071 | Correct | 1.00 |  |
| -3.206 |  |  |  |
| 33.991 |  |  |  |
| Total |  | 1.00 / 1.00 |  |

**Question Explanation**

fit <- lm(mpg ~ factor(cyl) + wt, data = mtcars)

summary(fit)$coef

## Estimate Std. Error t value Pr(>|t|)

## (Intercept) 33.991 1.8878 18.006 6.257e-17

## factor(cyl)6 -4.256 1.3861 -3.070 4.718e-03

## factor(cyl)8 -6.071 1.6523 -3.674 9.992e-04

## wt -3.206 0.7539 -4.252 2.130e-04

**Question 2**

Consider the mtcars data set. Fit a model with mpg as the outcome that includes number of cylinders as a factor variable and weight as a possible confounding variable. Compare the effect of 8 versus 4 cylinders on mpg for the adjusted and unadjusted by weight models. Here, adjusted means including the weight variable as a term in the regression model and unadjusted means the model without weight included. What can be said about the effect comparing 8 and 4 cylinders after looking at models with and without weight included?.

|  |  |  |  |
| --- | --- | --- | --- |
| **Your Answer** |  | **Score** | **Explanation** |
| Including or excluding weight does not appear to change anything regarding the estimated impact of number of cylinders on mpg. |  |  |  |
| Holding weight constant, cylinder appears to have more of an impact on mpg than if weight is disregarded. |  |  |  |
| Within a given weight, 8 cylinder vehicles have an expected 12 mpg drop in fuel efficiency. |  |  |  |
| Holding weight constant, cylinder appears to have less of an impact on mpg than if weight is disregarded. | Correct | 1.00 | It is both true and sensible that including weight would attenuate the effect of number of cylinders on mpg. |
| Total |  | 1.00 / 1.00 |  |

**Question Explanation**

fit1 <- lm(mpg ~ factor(cyl), data = mtcars)

fit2 <- lm(mpg ~ factor(cyl) + wt, data = mtcars)

summary(fit1)$coef

## Estimate Std. Error t value Pr(>|t|)

## (Intercept) 26.664 0.9718 27.437 2.688e-22

## factor(cyl)6 -6.921 1.5583 -4.441 1.195e-04

## factor(cyl)8 -11.564 1.2986 -8.905 8.568e-10

summary(fit2)$coef

## Estimate Std. Error t value Pr(>|t|)

## (Intercept) 33.991 1.8878 18.006 6.257e-17

## factor(cyl)6 -4.256 1.3861 -3.070 4.718e-03

## factor(cyl)8 -6.071 1.6523 -3.674 9.992e-04

## wt -3.206 0.7539 -4.252 2.130e-04

c(summary(fit1)$coef[3, 1], summary(fit2)$coef[3, 1])

## [1] -11.564 -6.071

**Question 3**

Consider the mtcars data set. Fit a model with mpg as the outcome that considers number of cylinders as a factor variable and weight as confounder. Now fit a second model with mpg as the outcome model that considers the interaction between number of cylinders (as a factor variable) and weight. Give the P-value for the likelihood ratio test comparing the two models and suggest a model using 0.05 as a type I error rate significance benchmark.

|  |  |  |  |
| --- | --- | --- | --- |
| **Your Answer** |  | **Score** | **Explanation** |
| The P-value is larger than 0.05. So, according to our criterion, we would fail to reject, which suggests that the interaction terms is necessary. |  |  |  |
| The P-value is small (less than 0.05). Thus it is surely true that there is no interaction term in the true model. |  |  |  |
| The P-value is larger than 0.05. So, according to our criterion, we would fail to reject, which suggests that the interaction terms may not be necessary. | Correct | 1.00 |  |
| The P-value is small (less than 0.05). Thus it is surely true that there is an interaction term in the true model. |  |  |  |
| The P-value is small (less than 0.05). So, according to our criterion, we reject, which suggests that the interaction term is not necessary. |  |  |  |
| The P-value is small (less than 0.05). So, according to our criterion, we reject, which suggests that the interaction term is necessary |  |  |  |
| Total |  | 1.00 / 1.00 |  |

**Question Explanation**

fit1 <- lm(mpg ~ factor(cyl) + wt, data = mtcars)

fit2 <- lm(mpg ~ factor(cyl) \* wt, data = mtcars)

summary(fit1)$coef

## Estimate Std. Error t value Pr(>|t|)

## (Intercept) 33.991 1.8878 18.006 6.257e-17

## factor(cyl)6 -4.256 1.3861 -3.070 4.718e-03

## factor(cyl)8 -6.071 1.6523 -3.674 9.992e-04

## wt -3.206 0.7539 -4.252 2.130e-04

summary(fit2)$coef

## Estimate Std. Error t value Pr(>|t|)

## (Intercept) 39.571 3.194 12.3895 2.058e-12

## factor(cyl)6 -11.162 9.355 -1.1932 2.436e-01

## factor(cyl)8 -15.703 4.839 -3.2448 3.223e-03

## wt -5.647 1.359 -4.1538 3.128e-04

## factor(cyl)6:wt 2.867 3.117 0.9197 3.662e-01

## factor(cyl)8:wt 3.455 1.627 2.1229 4.344e-02

anova(fit1, fit2)

## Analysis of Variance Table

##

## Model 1: mpg ~ factor(cyl) + wt

## Model 2: mpg ~ factor(cyl) \* wt

## Res.Df RSS Df Sum of Sq F Pr(>F)

## 1 28 183

## 2 26 156 2 27.2 2.27 0.12

**Question 4**

Consider the mtcars data set. Fit a model with mpg as the outcome that includes number of cylinders as a factor variable and weight inlcuded in the model as

lm(mpg ~ I(wt \* 0.5) + factor(cyl), data = mtcars)

How is the wt coefficient interpretted?

|  |  |  |  |
| --- | --- | --- | --- |
| **Your Answer** |  | **Score** | **Explanation** |
| The estimated expected change in MPG per half ton increase in weight for for a specific number of cylinders (4, 6, 8). |  |  |  |
| The estimated expected change in MPG per half ton increase in weight. |  |  |  |
| The estimated expected change in MPG per one ton increase in weight for a specific number of cylinders (4, 6, 8). |  |  |  |
| The estimated expected change in MPG per one ton increase in weight. |  |  |  |
| The estimated expected change in MPG per half ton increase in weight for the average number of cylinders. | Inorrect | 0.00 |  |
| Total |  | 0.00 / 1.00 |  |

**Question 5**

Consider the following data set

x <- c(0.586, 0.166, -0.042, -0.614, 11.72)

y <- c(0.549, -0.026, -0.127, -0.751, 1.344)

Give the hat diagonal for the most influential point

|  |  |  |  |
| --- | --- | --- | --- |
| **Your Answer** |  | **Score** | **Explanation** |
| 0.2025 |  |  |  |
| 0.9946 | Correct | 1.00 |  |
| 0.2804 |  |  |  |
| 0.2287 |  |  |  |
| Total |  | 1.00 / 1.00 |  |

**Question Explanation**

influence(lm(y ~ x))$hat

## 1 2 3 4 5

## 0.2287 0.2438 0.2525 0.2804 0.9946

## showing how it's actually calculated

xm <- cbind(1, x)

diag(xm %\*% solve(t(xm) %\*% xm) %\*% t(xm))

## [1] 0.2287 0.2438 0.2525 0.2804 0.9946

**Question 6**

Consider the following data set

x <- c(0.586, 0.166, -0.042, -0.614, 11.72)

y <- c(0.549, -0.026, -0.127, -0.751, 1.344)

Give the slope dfbeta for the point with the highest hat value.

|  |  |  |  |
| --- | --- | --- | --- |
| **Your Answer** |  | **Score** | **Explanation** |
| -0.378 |  |  |  |
| -134 | Correct | 1.00 |  |
| -.00134 |  |  |  |
| 0.673 |  |  |  |
| Total |  | 1.00 / 1.00 |  |

**Question Explanation**

influence.measures(lm(y ~ x))

## Influence measures of

## lm(formula = y ~ x) :

##

## dfb.1\_ dfb.x dffit cov.r cook.d hat inf

## 1 1.0621 -3.78e-01 1.0679 0.341 2.93e-01 0.229 \*

## 2 0.0675 -2.86e-02 0.0675 2.934 3.39e-03 0.244

## 3 -0.0174 7.92e-03 -0.0174 3.007 2.26e-04 0.253 \*

## 4 -1.2496 6.73e-01 -1.2557 0.342 3.91e-01 0.280 \*

## 5 0.2043 -1.34e+02 -149.7204 0.107 2.70e+02 0.995 \*

**Question 7**

Consider a regression relationship between Y and X with and without adjustment for a third variable Z. Which of the following is true about comparing the regression coefficient between Y and X with and without adjustment for Z.

|  |  |  |  |
| --- | --- | --- | --- |
| **Your Answer** |  | **Score** | **Explanation** |
| It is possible for the coefficient to reverse sign after adjustment. For example, it can be strongly significant and positive before adjustment and strongly significant and negative after adjustment. | Correct | 1.00 |  |
| Adjusting for another variable can only attenuate the coefficient toward zero. It can't materially change sign. |  |  |  |
| The coefficient can't change sign after adjustment, except for slight numerical pathological cases. |  |  |  |
| For the the coefficient to change sign, there must be a significant interaction term. |  |  |  |
| Total |  | 1.00 / 1.00 |  |

**Question Explanation**See lecture 02\_03 for various examples.

表單的底部