**学霸vs学渣：院长对学院产出的影响  
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**ABSTRACT:院长在人才招聘、人才晋升和制定游戏规则中有着重要的话语权，其对学院的发展至关重要。院长的能力不仅表现在学术成就方面，也表现在其社会交际能力方面。学术界对究竟什么样的人适合做院长还尚无定论，本文利用中国大学学院院长变更带来的自然试验，利用双重差分方法，研究了院长学术成就对学院学术产出的影响。研究中，我们把那些学术成就平平的院长成为学渣院长，把那些有一定学术成就的院长定义为学霸院长，研究发现，学渣院长上任后，学院的学术产出显著提升。为了解释这种匪夷所思的结果，我们进一步考察了文章的影响因子，发现学渣院长上任后，学院的教师更倾向于在学渣类期刊发表论文，甚至出现论文灌水的现象。学霸院长虽然不能显著提高发表的数量，但是能显著地提高发表的质量。改变学霸和学渣的定义后进行的一系列稳健性检验进一步证实了以上的结论。**

Table 1: summary statistics

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| VarName | Obs | Mean | SD | Min | Median | Max |
| price | 74 | 6165.257 | 2949.496 | 3291 | 5006.5 | 15906 |
| mpg | 74 | 21.297 | 5.786 | 12 | 20 | 41 |
| 车重 | 74 | 3019.459 | 777.194 | 1760 | 3190 | 4840 |
| length | 74 | 187.932 | 22.266 | 142 | 192.5 | 233 |
| foreign | 74 | 0.297 | 0.460 | 0 | 0 | 1 |
| turn | 74 | 39.649 | 4.399 | 31 | 40 | 51 |
| trunk | 74 | 13.757 | 4.277 | 5 | 14 | 23 |

Table 3: Correlation Coefficient

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | price | mpg | 车重 | length | foreign | turn | trunk |
| price |  | -0.54 | 0.49 | 0.49 | 0.12 | 0.31 | 0.40 |
| mpg | -0.47 |  | -0.86 | -0.83 | 0.36 | -0.76 | -0.65 |
| 车重 | 0.54 | -0.81 |  | 0.95 | -0.59 | 0.86 | 0.66 |
| length | 0.43 | -0.80 | 0.95 |  | -0.57 | 0.88 | 0.72 |
| foreign | 0.05 | 0.39 | -0.59 | -0.57 |  | -0.63 | -0.37 |
| turn | 0.31 | -0.72 | 0.86 | 0.86 | -0.63 |  | 0.62 |
| trunk | 0.31 | -0.58 | 0.67 | 0.73 | -0.36 | 0.60 |  |
| By 爬虫俱乐部 | | | | | | | |

表4: OLS回归结果

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | (1) | (2) | (3) | (4) |
|  | model 1 | model 2 | model 3 | model 4 |
| foreign | -2.427\* | -4.772\*\*\* | -2.746\*\* | -5.101\*\*\* |
|  | (-1.95) | (-3.31) | (-2.12) | (-3.46) |
| 车重 | -0.004\*\* | -0.001 | -0.003\* | -0.000 |
|  | (-2.03) | (-0.40) | (-1.82) | (-0.17) |
| length | -0.092 | -0.162\*\* | -0.075 | -0.144\*\* |
|  | (-1.52) | (-2.57) | (-1.18) | (-2.21) |
| gear\_ratio | 1.814 | 3.993\*\* | 1.866 | 4.136\*\* |
|  | (1.17) | (2.43) | (1.20) | (2.51) |
| \_cons | 44.578\*\*\* | 46.664\*\*\* | 47.294\*\*\* | 49.990\*\*\* |
|  | (5.39) | (5.59) | (5.36) | (5.61) |
| rep78 | No | Yes | No | Yes |
| N | 74 | 69 | 74 | 69 |
| r2 | 0.680 | 0.743 | 0.684 | 0.748 |
| r2\_a | 0.66 | 0.70 | 0.66 | 0.70 |

表5: 最小二乘回归结果

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | (1) | (2) | (3) | (4) |
|  | model 1 | model 2 | model 3 | model 4 |
| foreign | -5.342 | -2.367 |  |  |
|  | (-1.49) | (-0.76) |  |  |
| 车重 | 0.001 | -0.008 | -0.005 | 0.007 |
|  | (0.03) | (-0.28) | (-0.16) | (0.18) |
| gear\_ratio | 6.223 | -0.146 | 0.010 | 7.744 |
|  | (0.38) | (-0.01) | (0.00) | (0.31) |
| \_cons | 38.171\*\* | 43.152\*\*\* | 42.701\*\*\* | 34.148 |
|  | (2.38) | (4.02) | (3.91) | (1.29) |
| rep78 | Yes | No | No | Yes |
| N | 69 | 74 | 74 | 69 |
| r2 | 0.679 | 0.645 | 0.657 | 0.326 |
| r2\_a | 0.63 | 0.62 | 0.64 | 0.24 |