

# SportAerobatics

The Official Magazine of the International Aerobatic Club, Inc.

SEPTEMBER 1997

## AWAC '97 REPORT CARD

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**is Back!**

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**Reviewed**

**1997 AWAC Champion**  
**Janusz Kasperek**





# AWA C '97

## R E P O R T

by Karen Diamond

Photo by Scott Erickson



In late June, 55 aerobatic pilots from 14 countries arrived at the Lawrence Municipal Airport, amidst the cornfields of Kansas, USA for the 2nd Advanced World Aerobatic Championships. The event, held July 4-11, was hosted and superbly organized and managed by the Lawrence Convention and Visitors Bureau under the direction of Contest Director Boris Baird of Tucson, Arizona. Major event sponsors included Allied Signal, Textron-Lycoming, Alligator, Inc., Avfuel, and Phillips, as well as many other local, in-kind and individual team sponsorships. The International Aerobatic Club expresses its thanks and appreciation to all those who contributed in such a positive way to the successful future of the sport of aerobatics.

**T**raditionally, on the 4th of July in the heartland of America, all that matters is Independence Day. In contrast, amid the glory of the fireworks on the river front of Lawrence, Kansas, the city welcomed aerobatic pilots and officials from around-the-world during opening ceremonies of the 2nd Advanced World Aerobatic Championships.

Now that it's over, who won?

Janusz Kasperek of Poland played the game to perfection and stole the show by taking three gold medals and claiming the title of Advanced World

Aerobatic Champion. The 36-year-old airline pilot with LOT, the Polish national airline, prevailed by dominating all three programme flights—the Freestyle and both completed Unknown flights.

"It can happen sometimes; I don't do anything special," Kasperek shrugged.

It was special enough for the nine CIVA judges from all corners of the globe who declared him the winner after marking a total of 213 flights during the week-long international competition. Kasperek flew to victory in an Extra 230, owned by American





Photos by Karen Diamond

USA

SOUTH  
AFRICA

AUSTRIA

ARGENTINA

CZECH  
REPUBLIC

GREAT  
BRITAIN

SLOVAKIA

PO



Photo by Karen Diamond



Photo by Dave Gustafson

pilot Damon Wack.

Coming in 2nd place overall was Gerry Molitor, U.S. Advanced Champion and captain of the U.S. Team. Molitor placed second after Kasperek in the Programme 1 Freestyle and 3rd in the Programme 2 Unknown after teammate Matt Morrissey. He swapped rank with Morrissey for the number two spot in the second Unknown positioning the United States to take the Team Championship.

Matt Morrissey was a stand-out with his 2nd placing in the first Unknown and a 3rd-place finish in the other two flights, ending up 3rd overall. John Morrissey flew consistently, standing 4th in the final ranking and wrapping up the championship for the United States.



Under CIVA rules, aircraft types allowed in AWAC are restricted. The restrictions are not definitive about horsepower, but do exclude aircraft considered competitive in the Unlimited category; for instance, Sukhoi, Cap 231 and the Extra 300 series aircraft. Aircraft type approvals are made individually. This makes AWAC a little nostalgic, because many of the approved ones were once competitive at the Unlimited level and often seen in world competitions back in the late



Photo by Karen Diamond



**Extra 230** (Damon Wack, USA; Janusz Kasperek, Poland)

## AWAC Airplanes

1970's and early 1980's.

At AWAC '97, the Yak 55 was the aircraft of choice—used by nearly half the pilots. The Czechs, and the Slovakian team, flew their native-born Zlin 50 models. Other than one Extra 230 copy, the United States and Japanese teams both clearly favored the American Pitts types.

Two of those are highly modified—Chris Panzl's six-cylinder Haigh Special with retractable gear, and the new experimental Pitts S-1-11B, flown by Americans Matt Morrissey and his father, John Morrissey. The elder Morrissey has flown a Pitts S-2A in U.S. Advanced competitions for many years—and is reputed for his superb management of power and perfectly executed, yet graceful, flying. His switch to the S-1-11B for the AWAC didn't hinder him a bit—he flew the highest percentage possible of all pilots in Programme Q and ranked 4th in the finals. "This is the first time I've had the horsepower to really work with; the airplane flew great," said Morrissey.

Another U.S. experimental—a One Design—also made its international debut. It is owned and flown by Doug Jardine, who finished 14th flying for Canada.

For the home team at any sporting event, there are always advantages and luxuries not attainable for visiting teams. Besides geographic convenience, the



**Zlin 50-LS**  
Czech Aerobatic Team



**Pitts S-1-11B**  
(Matt and John Morrissey, USA)



**Haigh Special**  
(Chris Panzl, USA)



**Yak 55** Flown by pilots from four-countries

Photos by Dave Gustafson



**Pitts S-1S**  
(Ray Gill, USA)



key perk for the U.S. team, was that each pilot got to fly his own airplane.

This isn't often feasible for visiting competitors. Instead, international competitions impel pilots to borrow—and share—aircraft, because the logistics, risks and high cost of shipping overseas can be prohibitive.

Nevertheless, the Czechs, the defending AWAC Team Champions, brought their own Zlin 50-LS. Much of what can go wrong DID. First, their airplane didn't arrive in Lawrence until a week after they did. It had been shipped by freighter to Houston, then brought by rail to Kansas City, and finally trucked to Lawrence. After that, it still had to be assembled.

To make matters worse, after a week of training flights, a failure in the tail section attachment occurred and things looked pretty grim—if not impossible—for having it fixed in time for the contest. Finally, after extensive phoning and faxing back home for permission and approval to repair the certificated aircraft, they got it back in the air.

Uncertainties exist even with borrowed aircraft. When tools for one of the Yaks didn't arrive, the Russians had a few uneasy moments, until they managed to borrow a Russian tool set from an accommodating U.S. Yak dealer. The awaited shipment eventually arrived, but, ten days late.

Contest Director Boris Baird said, that initially, locating airplanes for competitors wasn't easy. Ultimately, aircraft were located and most arrangements turned out as planned. Aircraft were provided by: Tom Adams, Klein Gilhousen, Randy Gagne, Yak America and Northwest Aerobatic Center.



Photo by Karen Diamond

U.S. Team member Damon Wack also provided an airplane to a visiting competitor—under unplanned circumstances. The Polish team arrived in Lawrence to learn that the arrangements they made to fly an Extra 200 had fallen through. Each of the four Polish pilots set out to find alternative airplanes. Janusz Kasperek found Damon Wack and his Extra 230. Although he'd never flown an Extra 230, he had time in the Extra 300. A deal was made and the rest is now aerobatic history—after only five practice flights, Kasperek made a clean sweep and won the championship in Damon's 230!

Picture a contest site with a hundred or so pilots, officials and support staff who all speak different languages. AWAC pilots came from Argentina, Austria,

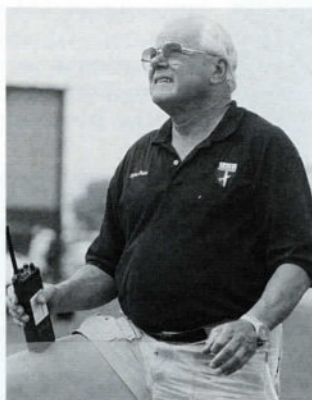


Photo by Karen Diamond

CD Boris Baird

Brazil, Canada, the Czech Republic, Great Britain, Japan, Poland, Russia, Slovakia, South Africa, Switzerland, and the Ukraine. Could have been chaos, but to start things off, registration was capably handled by veteran international competitor and former U.S. Unlimited Team member, Linda Meyers-Morrissey, who recently retired from competition.

Most of the pilots arrived a week early to practice in the box and get settled in. The few days before a competition are extra-critical for visiting teams. The first order of business is rest for the travel-weary and to shrug off jet lag, then to acclimate to new terrain, a "foreign" competition box, and regain G-tolerance after not flying for several days.

A group of Russian pilots and their crew spent four tiring days traveling from Moscow. After obtaining



Photo by Scott Erickson

Registrar  
Linda Meyers-Morrissey

credentials to fly in the U.S. from the Kansas City FSDO, they headed north 200 miles to a waived box in Seward, Nebraska for four days of training, assuring three practice flights daily for each pilot, without



The busiest person at AWAC—Judy Billings of the Lawrence Convention and Visitors Bureau



Carole Holyk, International Jury member from Canada and Chief Judge John Gaillard of South Africa

Photo by Karen Diamond

"waiting in line" for time in the box.

During the days before a contest, practice time "in





THE box" is precious. At AWAC, shared airplanes (one flown by seven different pilots) created a real challenge for managing order of flight. It was soon evident that Contest Director Boris Baird's superb management skills were the reason *he* was running the show. For the most part, it went

repeated, a pilot would be asked to depart the contest site.

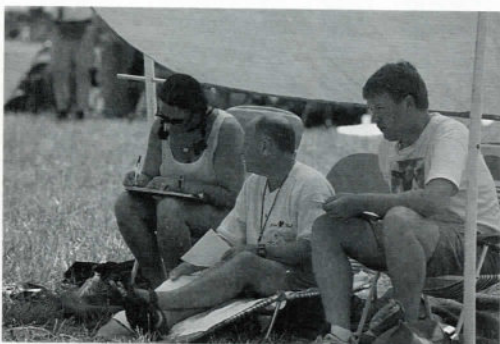
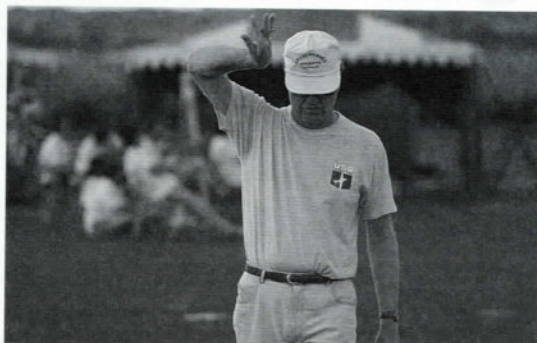
Contest administration was complemented by the expertise of Chief Judge John Gaillard from South Africa and CIVA President Mike Heuer, who served as president of the contest's international jury. The professionalism of the officials and the blessing of perfect

of one Judy Billings. She and a local organizing committee worked many months preparing for AWAC. Their hard work and enthusiasm spelled success, with competitors, officials and spectators all duly impressed by the outstanding hospitality of the organizers and the Lawrence locals.

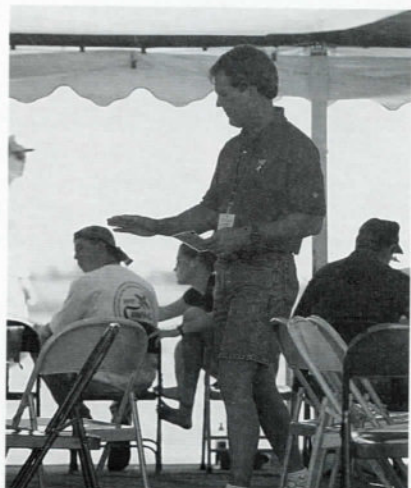
The spirit of international fellowship was soon apparent too, as evi-

denced by the nightly congregation of pilots in the U.S. Team hangar for a cold beer and hangar talk, "international-style".

AWAC '97 drew around 5,000 polite and attentive spectators, who seemed



Top left: **Matt Morrissey, USA**, gets his send off from team captain, **Gerry Molitor**. Above: **John Morrissey, USA** To the Left: **Mike Riley**, (center) judge from **Great Britain** Right: **Georgi Kaminisky, Russia** Bottom Left: **Stanislav "Slava" Lebedev, Russia** Bottom right: **Gary Henry, USA**, hand-flying the Unknown.



Photos by Karen Diamond

like clock-work. When a few infractions to the procedures occurred—mostly minor, one, not-so-minor—Baird made it known, in no uncertain terms, that if procedures weren't followed, pilots would be denied practice time, and if undisciplined behavior was

weather shaped a smooth-running operation.

The groundwork for this picture-perfect contest scenario was laid by the local organizer, the Lawrence Convention and Visitors Bureau, under the direction



well-briefed on competition aerobatics by advance press announcements. This was further supplemented by well-written program notes and a contest announcer who provided appropriate information on pilots, the aircraft and the aerobatic maneuvers being flown. Public support of the event was emphasized by a visit from Kansas Governor Bill Graves late in the week.

The event was accurately well-covered by the area media, except for the occasional tendency to call the airplanes "stunt planes"—a practice U.S. journalists can't seem to avoid.

Only one local resident was unhappy, and she fussed about the airplane noise. The woman, who resides in a rented house on the northeast side of the box, made dozens of irate calls to anyone and everyone who would listen, including the media. When she finally got to FAA officials and threatened to sue, they said, 'go right ahead!'

Unfortunately, one thing that *was* lacking was attendance by very many IAC members, who, for some reason, chose not to attend the event. This caused a shortage of experienced volunteers to assist on the judges' line and man the boundaries, but Judy Billings managed to recruit local volunteers—many of whom are pilots—to fill the positions.

Under new CIVA rules, "Program Q" is flown first, after pilots draw from a hat for their order of flight. "Q" is actually the Known compulsory, now used as a qualification flight at international competitions. Rules prescribe that pilots attain 60% of total points possible, or they may not continue in the competition—at the discretion of the International Jury.

Janusz Kasperek began flying competition aerobatics at age 16. Flying in the Unlimited category, he has won the Polish championship 14 times. Despite that, in 20 years of competition flying, he never placed in an international competition until now. Employed as an airline pilot, he arrived in Kansas to discover that the airplane he intended to fly wasn't available. After arranging to fly a U.S. team member's Extra 230, a model he'd never flown before, he won the

championship hands down after only five practice flights.

There are equally interesting stories behind every competitor. They come from all walks of life. Many, like Kasperek, are affiliated with aviation—airline pilots, mechanics, flight instructors, airshow pilots, aerospace engineers and retired military pilots. Other occupations range from physicians and bankers to computer programmers and office workers.

There is one thing they all have in common. Each makes huge personal sacrifices in terms of time, money, family and friends to pursue competition aerobatics. Contest Director Boris Baird estimates that each registered pilot spent at least \$3,000 financing his own participation.

Despite the popular belief that Eastern European teams are state-supported and therefore have no money worries, Russian team pilots worked hard seeking sponsors to finance their AWAC excursion. Expenses are high, and sometimes unexpected. When a Russian team member became ill near the end of the contest, emergency room fees and medication totaled well over a thousand dollars.

One pilot admitted he had maxed out his credit cards, and consequently, could not participate in any more contests for the rest the season. Some financial relief comes from the generous support of companies like Champion Aviation, who, for instance, provided spark plugs and ignition harnesses for all U.S. Team aircraft. Hetrick Aviation, the Lawrence FBO, and their supplier, AvFuel, donated an estimated 1200 gallons of fuel to AWAC pilots.

So go the stories. An individual sport, but a team effort makes it happen.

## AWAC Pilots



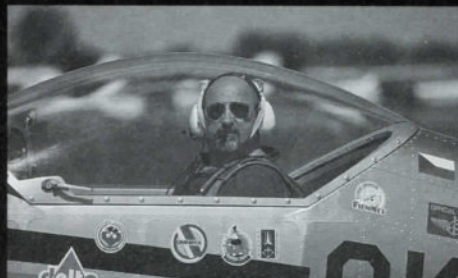
Former Russian Champion Alla Tchekalova is an aerobatic instructor who recently returned to competition after a three-year hiatus to care for her new-born son.



Chris Panzl, USA, is a banker from Michigan.



British pilot Alan Cassidy prepares to fly with assistance of team mate Nick Buckenham.



Josef Cech of the Czech Republic.



U.S. Team member Glenn Frick is a retired Air Force pilot from Godley, Texas.





Several pilots had flights below the minimum, but the jury elected to allow them to fly the Programme 1 freestyle regardless, maintaining that none were unsafe or not qualified for Advanced level flying.

All flights were video-taped, as prescribed by the rules, and the only break in the proceedings was when judges conferenced under the chief judge's tent to review video and settle scoring discrepancies—usually a question of 'was it a zero, or not?'

Programme 2 is an Unknown sequence. Again, under new rules, the order of flight is determined by the standings from the first programme, with pilots flying in the exact reverse order of rank. In other words, the top-placing pilots fly last. The idea is to have similarly-capable pilots flying in comparable conditions. Some have suggested this new formula may prejudice judges to favor pilots who ranked highest in the previous programme flight. One judge who was interviewed agreed, and stated that the new system could be improved by shuffling the order within ranked groups of 10 or 15 pilots instead of using an exact reverse order.

For Programme 3, the second Unknown, the jury cut the field of competitors to 49; the bottom six pilots who did not achieve 60% in programme 2 were not retained. Per the rules, the jury is allowed to do this with a minimum of only 25 pilots required to continue.

Due to low clouds and thundershowers on Friday, programme 4 was not completed. Call it a contest—a noticeably successful one.

The class 2 championship is a relatively new medium for international competition. The first AWAC, held two years ago in Cape Town, South Africa, drew 45 pilots from 13 nations. The turnout at Lawrence is a good indication that the AWAC will grow in popularity.

This is likely for several reasons. First, there is a larger pool of pilots to draw from. Advanced-level aerobatics is not so physically and financially demanding, or as time-consuming, as flying Unlimited aerobatics. There are more airplane options, at a lesser cost, to choose from. The week-long contest format versus the two-week stint for WAC is more feasible in terms of the time commitment and financial capabilities of both individuals and teams.

For the growth and future success of any event in its infancy, the most important ingredient is the success of the individual event itself. IAC member Don Peterson, who flew his Stampe from Texas to observe AWAC '97, said, "The mix of languages did not confuse the meaning of smiles and sunburned faces." Enough said. There is no conference needed on this one—AWAC '97 at Lawrence, Kansas scored a "10".





## Program Q Advanced Known Compulsory Qualifying Flight Results

Pilot	Country	%pp
John Morrissey	USA	80.48
Janusz Kasperek	POL	78.90
Georgi Kaminski	RUS	78.71
Matt Morrissey	USA	78.50
Doug Jardine	CAN	78.17
Alla Tchekalova	RUS	78.16
Gerry Mojidor	USA	78.05
Sergey Prolagayev	UKR	77.87
Dusan Samko	SLO	77.73
Alan Cassidy	BRI	77.53
Gary Henry	USA	76.73
Ray Gill	USA	76.71
Karl Machacka	CZE	76.30
Pavol Cico	SLO	76.11
Vladimir Popov	RUS	75.65
Damon Wack	USA	75.62
Josef Cech	CZE	75.46
Mario Della Rossa	ARG	74.83
Oleg Fedorov	RUS	74.76
Daniel Tucek	CZE	74.43
Victor Birjukov	RUS	73.95
Peter Gafner	SWI	73.95
Azat Zaidoullin	UKR	73.88
Valentin Barabanov	RUS	73.44
Mark Oostingh	RSA	72.53
Glenn Frick	USA	72.38
Leandro Giovanni	BRA	72.35
Irenusz Jesionek	POL	71.72
Chris Panzl	USA	71.21
Peter Walker	RSA	71.20
Tauana Nesterova	RUS	70.67
Hem Botha	RSA	70.44
Frantisek Pytlík	SLO	69.34
Keishi Iwata	JPN	69.27
Alexei Kirkin	RUS	68.82
Valadimir Radomsky	UKR	68.12
Piotr Janas	POL	67.27
Nick Buckenham	BRI	67.06
Marco Schrenker	SWI	66.90
Peter Baca	SLO	66.56
Stanislav Lebedev	ND	66.09
Patrick Williams	BRI	65.89
Dave Kaberry	BRI	64.57
Chris Noon	BRI	64.53
Yuri Gulin	UKR	64.24
Takehisa Ueno	JPN	64.15
Pavol Serbin	SLO	62.44
Gilbert Zimmerman	AUS	61.60
Helmut Anderegg	SW	61.44
Josef Pivard	SLO	61.15
Mike Paans	RSA	60.68
Yoshihide Muroya	JPN	59.95
Robert Tupta	SLO	56.01
Robert Kowalik	POL	55.26
Motoaki kamikwara	JPN	44.96

## Final Team Standings

1. USA	6. Great Britain
2. Russia	7. Poland
3. Czech Republic	8. South Africa
4. Ukraine	9. Japan
5. Slovakia	10. Switzerland

## Contest - AWAC 1997

Lawrence, Kansas, USA  
Contest Director - Boris Baird

## Official Results and Final Standings

Friday 7/11/1997 9:04

CIVA Scoring System - Version 4.7

(Results calculated using TBLP w/ min.weight threshold at 1.2 std.deviation)

Rank/Pilot	Country	Aircraft	Free	Unkwn1	Unkwn2	TBLP Tot.	%pp
1 Janusz Kasperek	POL	Extra 230	2627.4296	1730.8914	1776.5016	6134.8226	83.58
2 Gerry Molitor	USA	Pitts S-2B	2578.9126	1704.2635	1772.5218	6055.6979	82.50
3 Matt Morrissey	USA	Pitts S1-11B	2574.2745	1718.5121	1723.9310	6016.7176	81.97
4 John Morrissey	USA	Pitts S1-11B	2564.3889	1692.7500	1705.3550	5962.4939	81.23
5 Alla Tchekalova	RUS	YAK 55M	2491.6672	1640.0277	1728.1865	5859.8814	79.83
6 Chris Panzl	USA	Haigh Special	2449.9590	1663.7259	1740.1011	5853.7860	79.75
7 Alan Cassidy	UK	YAK 55M	2462.5324	1619.5822	1716.7061	5798.8207	79.00
8 Pavol Cico	SLO	Zlin 50-LS	2426.1753	1629.9420	1724.2760	5780.3933	78.75
9 Josef Cech	CZE	Zlin 50-LS	2406.7567	1658.7885	1714.4512	5779.9964	78.75
10 Stanislav Lebedev	IND	YAK 55M	2410.8590	1658.3950	1700.2293	5769.4833	78.60
11 Georgi Kaminsky	RUS	YAK 55M	2400.3219	1610.2775	1736.2290	5746.8284	78.29
12 Karel Machacka	CZE	Zlin 50-LS	2454.3903	1615.5181	1667.2980	5737.2064	78.16
13 Vladimir Popov	RUS	YAK 55M	2444.9752	1584.3144	1681.8358	5711.1254	77.81
14 Doug Jardine	CAN	One Design	2454.3965	1592.9497	1661.7860	5709.1322	77.78
15 Ray Gill	USA	Pitts S-1S	2451.3714	1572.8675	1670.1563	5694.3952	77.58
16 Dusan Samko	SLO	Zlin 50-LS	2376.9332	1653.0508	1630.5217	5660.5057	77.12
17 Damon Wack	USA	Extra 230	2492.7444	1461.7114	1705.6429	5660.0987	77.11
18 Daniel Tucek	CZE	Zlin 50-LS	2423.0237	1570.9118	1657.5541	5651.4896	77.00
19 Sergey Prolagayev	UKR	YAK 55M	2389.6191	1605.3641	1606.4148	5601.3980	76.31
20 Gary Henry	USA	Pitts S-1S	2423.8883	1521.6125	1654.6766	5600.1774	76.30
21 Oleg Fedorov	RUS	YAK 55M	2357.9068	1611.9651	1624.0996	5593.9715	76.21
22 Azat Zaidoullin	UKR	YAK 55M	2399.4636	1479.8350	1655.1388	5534.4374	75.40
23 Tatjana Nesterova	RUS	YAK 55M	2367.8784	1592.9691	1541.1744	5502.0219	74.96
24 Yuri Gulin	UKR	YAK 55M	2320.8690	1559.2360	1611.9950	5492.1000	74.82
25 Peter Gafner	SWI	YAK 55M	2322.2869	1548.8545	1580.3996	5451.5410	74.27
26 Mario Della Rossa	ARG	Pitts S-2B	2355.8194	1467.4985	1622.9149	5446.2328	74.20
27 Leandro Giovanni	BRZ	Pitts S-2S	2269.3428	1535.9584	1612.8956	5418.1968	73.82
28 Patrick Williams	UK	YAK 55M	2324.7062	1472.5238	1566.1609	5363.3909	73.07
29 Alexei Kirkin	RUS	YAK 55M	2221.6857	1559.8190	1548.0472	5329.5519	72.61
30 Mike Paans	RSA	YAK 55M	2173.9977	1533.3667	1595.0442	5302.4086	72.24
31 Nick Buckenham	UK	YAK 55M	2298.0364	1493.8326	1491.6185	5283.4875	71.98
32 Glenn Frick	USA	Pitts S-1T	2363.9076	1270.7608	1627.0041	5261.6725	71.68
33 Dave Kaberry	UK	Zlin 50-L	2300.8433	1477.8917	1443.9152	5222.6502	71.15
34 Keishi Iwata	JPN	Pitts S-2B	2196.6849	1545.5114	1470.2658	5212.4621	71.01
35 Mark Oostingh	RSA	Zlin 50	2252.2587	1466.1393	1463.8749	5182.2729	70.60
36 Peter Walker	RSA	YAK 55M	2253.8036	1394.4885	1508.5416	5156.8337	70.26
37 Robert Kowalik	POL	Pitts S-2B	2250.6537	1399.1776	1484.3191	5134.1504	69.95
38 Piotr Janas	POL	Pitts S-2B	2148.7995	1492.6384	1490.8767	5132.3146	69.92
39 Takehisa Ueno	JPN	Pitts S-2B	2168.1925	1463.3006	1439.8399	5071.3330	69.09
40 Frantisek Pytlík	SLO	Zlin 50-LS	2165.0105	1473.3455	1413.8981	5052.2541	68.83
41 Peter Baca	SLO	Zlin 50-LS	2133.1063	1396.9292	1497.7511	5027.7866	68.50
42 Hein Botha	RSA	Yak 55M	2258.3465	1473.2442	1285.2722	5016.8629	68.35
43 Irenusz Jesionek	POL	Zlin 50	2162.7000	1319.9660	1489.3274	4971.9934	67.74
44 Vladimir Radomsky	UKR	YAK 55M	2148.6095	1318.5155	1412.5711	4879.6961	66.48
45 Josef Pivarci	SLO	Zlin 50-LS	2049.2721	1450.9585	1373.8900	4874.1206	66.40
46 Marco Schenker	SWI	YAK 55M	2207.8240	1275.0138	1334.0185	4816.8563	65.62
47 Pavol Serbin	SLO	Zlin 50-LS	2008.2555	1287.3897	1422.3296	4717.9748	64.28
48 Gilbert Zimmermann	AUS	Zlin 50	2014.3782	1120.7147	1149.7104	4284.8033	58.38
49 Valentin Barabanov	RUS	YAK 55M	2443.6129	1563.6598	0.0000	4007.2727	54.59
50 Victor Birjukov	RUS	YAK 55M	2004.1776	1105.0645	0.0000	3109.2421	42.36
51 Chris Noon	UK	YAK 55M	1977.9444	1112.2100	0.0000	3090.1544	42.10
52 Yoshihide Muroya	JPN	Pitts S-2B	1735.5709	1179.0542	0.0000	2914.6251	39.71
53 Robert Tupta	SLO	Zlin 50-LS	1688.1320	934.3523	0.0000	2622.4843	35.73
54 Helmut Anderegg	SWI	YAK 55M	1226.5139	1241.4257	0.0000	2467.9396	33.62
55 Motoaki Kamikawara	JPN	Pitts S-2B	1358.3848	662.9186	0.0000	2021.3034	27.54