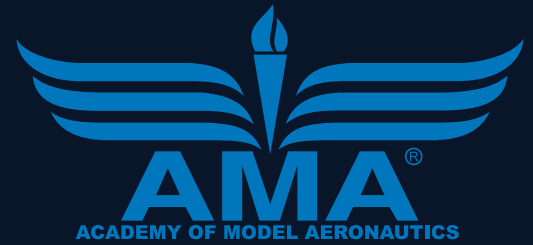



UAS4STEM

HIGH SCHOOL TEAM
RULEBOOK 2019



UAS4 STEM



If you have questions about the UAS4STEM program, please contact Jessica Symmes at jessys@modelaircraft.org, or by calling 1-800-435-9262.



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HIGH SCHOOL TEAM RULE BOOK

1. CONCEPT OF OPERATIONS (CONOPS)

A small group of people are stranded after a flash flood. While rescuers have determined a search area, they are unsure of the exact whereabouts and conditions of those stranded. Your team has been called upon to provide rapid response, via an Unmanned Aircraft System (UAS), that can support the Search and Rescue (SAR) mission. In order to support this mission, your UAS must comply with Special Instructions (SPINS) for departure and arrival procedures, and then remain within assigned airspace. It will be tasked to search an area for items of interest and to conduct point reconnaissance.

2. INTRODUCTION

2.1. THRUST

2.1.1. The principal thrust of the UAS4STEM Drone Challenge is the safe application and execution of Systems Engineering principles to develop and operate a Quadzilla UAS to successfully accomplish the mission tasks.

2.2. SCORED ELEMENTS

2.2.1. The five scored elements of this competition are:

2.2.1.1. Flight Plan Report

2.2.1.2 Oral Briefing of a Flight Readiness Review (FRR)

2.2.1.3 Flight Mission Demonstration-Waypoint Challenge and Target Challenge

2.2.1.4 Overall Safety Score

2.2.1.5 Team average score from Online Ground School

2.3. OPPORTUNITIES

2.3.1. Student teams will be judged based on their performance and that of their system. Trophies will be awarded for top performances. Opportunities for interaction with UAS engineers, scientists and leadership will be provided.

2.4. RULES

2.4.1. The Search and Rescue competition will be based upon the competition rules outlined within this document containing administrative and performance objectives. These rules are aimed at a high school level curriculum. These rules may be updated with clarifications or updates and posted as the official rules for competition. The UAS4STEM committee reserves the right to make changes to these rules and issue updates or addendums at any time.

3. SCHEDULE

3.1. **DATES AND LOCATIONS** (subject to change) See www.uas4stem.org for updated scheduling information

4. MAJOR ELEMENTS OF THE COMPETITION

4.1. REGISTRATION PROCESS

4.1.1 Once the teachers/sponsors send their email address via the registration form, logins for teachers/students for online curriculum will be created.

4.1.2 It is required that all student members of the team successfully complete the online Fly Robotics UAS4STEM Ground School and become student members of Academy of Model Aeronautics (AMA).

4.1.3 By participating in the Search and Rescue competition, the team, advisors and all support members, as well as judges and volunteers, agree to have any pictures of persons, vehicles or equipment photographed and released to the public on web pages, in papers and published trade magazines and journals, or posters.

4.2. PROOF-OF-FLIGHT

4.2.1 Prior to the competition, a proof-of-flight video shall be submitted as proof that the team's aircraft can attain, sustain, and land in a safe manner.

- 4.2.2 The proof-of-flight video does not need to have the craft in full autonomous configuration. It is acceptable to demonstrate a Radio Controlled (RC) flight.
- 4.2.3 The proof-of-flight video shall identify the school and the team name. The video shall show the vehicle demonstrating safe Takeoff, Flight, and Landing.
- 4.2.4 A text file containing a link to the team's video posted on the internet (www.youtube.com is preferred) shall be submitted by the specified date and time deadline

4.3. SAFETY INSPECTIONS

- 4.3.1 Safety inspections shall include a physical inspection, and may include a fail-safe check, and flight termination check.
- 4.3.2 Safety inspections shall be performed on all aircraft by designated competition safety inspectors prior to being allowed to make any competition flight.
- 4.3.3 The safety inspections are not a scored element. All decisions of the safety inspector(s) shall be final.
- 4.3.4 Physical inspection of the aircraft shall include:
 - 4.3.4.1 Verify all components adequately secured to vehicle.
 - 4.3.4.2 Verify rotor structural attachment integrity.
 - 4.3.4.3 Visual inspection of all electronic wiring.
 - 4.3.4.4 Check general integrity of any payload system
 - 4.3.4.5 Verification of fail-safe mode operation covered by manual override and pilot-commanded flight termination may be requested by the judges.

4.4. FLIGHT READINESS REVIEW (FRR) BRIEFING

- 4.4.1 The FRR shall be an oral briefing presented to a team of judges during which the teams substantiate, with data, their plans to safely accomplish the mission.
- 4.4.2 The intention is to demonstrate to the judges that the team is ready to compete safely, with low risk, in the flight mission phase of the competition. The FRR shall address the mission tasks the team plans to achieve during flight.
- 4.4.3 Following the FRR briefing, there will be a question and answer period, followed by an inspection of the team's UAS, including aircraft, ground station, test data, safety checklists, and other supporting evidence.
- 4.4.4 All team members present are encouraged to participate.
- 4.4.5 The FRR Briefing will be held at the flying location and will be oral only. Teams may use their aircraft or ground control station to demonstrate various aspects of the briefing. **TEAMS MAY NOT POWER UP THE AIRCRAFT. ONLY ONE ELECTRONIC DEVICE, LAPTOP OR TABLET MAY BE USED FOR BRIEFING.**
- 4.4.6 The FRR Briefing is a scored element worth TWENTY-FIVE Points. The FRR briefing will be assessed on the team's ability to effectively articulate the scope and depth of the developmental testing performed, the ability of the system design to perform the planned flight tasks, and the preparations made to improve the chances of a successful Flight Mission.
 - 4.4.6.1 The FRR briefing shall not exceed 15 minutes in duration, followed by a maximum period of 5 minutes where the judges will ask questions and the team shall answer. A judge will time the presentation, provide a 2 minute warning, and cut off extended presentations as needed.
 - 4.4.6.2 The breadth of the presentation will be scored based upon inclusion of the following elements with relative worth in percent:
 - 4.4.6.2.1 Team member introductions including flight mission roles and experience. (10 %)
 - 4.4.6.2.2 A brief system overview relating to flight tasks planned, expected performance, and any risk evaluation. (10%)
 - 4.4.6.2.3 System Safety with identified design and operational strategies. (10%)
 - 4.4.6.2.4 Developmental Test Results including: test plan schedule (through ground testing to flight testing to mission performance testing), results of testing, and any corrective action taken to improve the effectiveness on mission. (30%) completion.
 - 4.4.6.2.5 Evidence of Mission Accomplishments. (10%)
 - 4.4.6.2.6 Pre-Mission Briefing, including personnel resourcing for the flight, communication

procedures, Go/No-Go criteria and fallback plans should a technical issue arise during flight mission. (20%)

4.4.6.2.7 Team member participation and communication skills (clarity, accuracy, logic, precision, relevance, depth, and suitability). (10%)

4.4.6.2.8 Judges will ask 5 questions directly from the UAS4STEM Ground School Course. Each Question will be worth 1 point. Any team member may answer.

4.5. FLIGHT MISSION REQUIREMENTS

4.5.1 The flight Mission evaluates the teams' ability to conduct a mission operation with their vehicle. This is the culminating event and a scored element of the competition.

4.5.2 A lead judge will be assigned to each team at the flight line. It is important that all team members follow the instructions of the judges. There will be additional judges assigned who are focused on different aspects of the competition (imagery, autonomy, safety, teamwork, etc.) depending on which tasks the team is planning to accomplish.

4.5.3 Only systems presented in the FRR, inspected by safety inspectors, and included in the preflight brief will be permitted to fly.

4.5.4 OPERATIONAL TIMELINE

4.5.4.1 Setup Time = 15 minutes maximum. Setup time begins when the team arrives at the flight line. A lead judge will be assigned to each team and will start a dedicated stopwatch after communicating with the team Captain. After the maximum time, the judge may declare mission start, regardless of the team's readiness to launch the mission.

4.5.4.2 Flying Time = 30 minutes maximum.

4.5.4.2.1 Flying Time shall start at the declaration by the Lead Judge who will have a dedicated Mission Clock Stopwatch. TEAMS MUST KEEP THEIR OWN TIME. ONCE ON THE CLOCK A TEAM MAY NOT ASK FOR REMAINING TIME

4.5.4.2.2 A team may elect to cycle through the takeoff and landing sequence during the flying time more than once for a variety of valid reasons (change batteries, load payload, etc). No points will be lost, but flying time continues to be used.

4.5.4.2.3 Flying time stops when the vehicle has completed flight (landed, crashed, or terminated) and the team has TURNED OFF transmitters. The lead judge will confirm with the team captain that the flying time period has stopped and the post processing time period starts.

4.5.4.2.4 Teams that are still flying after 30 minutes will be assessed a penalty of one point for each minute over the 30 minute time limit.

4.5.4.2.5 Teams that are still flying after 40 minutes will be disqualified.

4.5.4.3 Post Processing Time = 20 minutes maximum.

4.5.4.3.1 Post Processing Time begins immediately after the flying time stops. This time is for data processing. No RF transmission shall be performed during Post Processing Time.

4.5.4.3.2 Post Processing time stops when the team captain hands in the scoring sheets, or when the maximum post processing time is exceeded.

4.5.5 MISSION LIMITATIONS

4.5.5.1 Mission Boundaries

4.5.5.1.1 During the entire mission, aircraft shall remain in controlled flight and within the no-fly-zone boundary. A specific no-fly-zone boundary definition will be provided to teams following their FRR. Any vehicle appearing uncontrolled or moving beyond the no-fly-zone boundary during autonomous flight will be subject to immediate manual override. Failure of manual override will result in flight termination.

Map of Competition Area (example)

- 4.5.5.1.2 After takeoff and before landing, aircraft shall sustain flight at an altitude between 40 feet and 350 feet MSL for the duration of the mission. Flight below 40 feet or above 350 feet during autonomous flight shall require manual override. Failure of manual override will result in flight termination.
- 4.5.5.2 Takeoff
 - 4.5.5.2.1 Takeoff shall take place within the designated takeoff/ landing area, shown on the competition map.
 - 4.5.5.2.2 Takeoff under manual control with transition to autonomous flight will be permitted but does not count as an autonomous take off.
 - 4.5.5.2.3 The first takeoff will be scored, regardless if it is manual or autonomous. Only autonomous takeoff attempts on the first takeoff will earn points.
- 4.5.5.3 Landing
 - 4.5.5.3.1 Landing shall take place within the designated takeoff/landing area shown on the competition map.
 - 4.5.5.3.2 Landing under manual control is permitted.
 - 4.5.5.3.3 Any autonomous landing inside of mission time can be scored. This can be as part of a mission or as a Return to Launch mode landing.

MAP KEY

- Red outline: No-fly-zone boundary
- Blue outline: Waypoint sequence
- Green outline: Search area
- White Star: Designated Take/Off and Landing Area
- White Circle: Payload delivery Search Area



5. SYSTEM REQUIREMENTS

- 5.1. Newly registered teams will be provided with materials needed to complete a Quadzilla UAS. If parts are damaged or destroyed they may only be replaced with comparable parts with the same specifications. TEAMS WILL NEED TO PROVIDE THEIR OWN LAPTOP. ONLY A SINGLE LAPTOP WILL BE ALLOWED ON THE FLIGHT LINE WITH THE TEAM OR DURING THE ORAL PRESENTATION. ONE ADDITIONAL MONITOR MAY BE USED ON THE FLIGHT LINE. THIS MONITOR MAY ONLY DISPLAY INFORMATION FROM THE COMPUTER. IT MAY NOT BE USED AS AN ADDITIONAL VIDEO VIEWING DEVICE. Example. You may duplicate a display on a laptop, or this can be the primary display for a desktop. It may not extend a desktop on a laptop, or display video from the aircraft.
 - 5.1.1 All antennas must be of stock type. No cloverleaf or other aftermarket antennas are allowed
 - 5.1.2 Upgraded items are optional this year and include ONLY: - Any arduino based autopilot system. These include, but are not limited to Pixhawk, and all versions of APM. Generic replacements are also acceptable.
 - 720p video camera
 - 250mw video transmitter
 - Batteries up to 4S – 4200mAh, maximum 35C batteries may be used. Teams may change batteries as often as desired during flight
 - 5.1.3 All teams must use Mission Planner GCS Software. Version is not important. Mission planner may be downloaded at <http://ardupilot.org/planner/docs/mission-planner-installation.html>.
 - 5.1.4 Only one video display may be used during the competition.
- 5.2 In the pits and the airfield, the UAS4STEM Competition will ensure that teams are provided shade, a folding table, chairs and a single electrical power extension cord.

Parameter	Objective	Points
GCS Display Items	Accurately display current aircraft position. GCS must also display airspeed and altitude to operators and judges. This is a minimum requirement for flight approval.	N/A
Takeoff	Achieve controlled autonomous takeoff. Scored on first takeoff attempt. Pilot or ground station operator may activate button or switch to initiate the takeoff. Takeoff is complete when drone reaches an altitude $>$ or $=$ 100ft and hovers for a minimum of 5 seconds	Four points
Waypoint navigation	Capture waypoints and commands in sequence. Waypoints and commands will be chosen no less than 50 ft from the "no-fly-zone" boundaries and will be provided to teams following completion of their FRR. Waypoints and commands will be provided to the teams the morning of the competition. Capture waypoints in sequence while in autopilot control with \pm 50 ft accuracy, and maintain navigation \pm 50 ft. along the planned flight path. ANY ALLOWED MISSION PLANNER COMMAND MAY BE ALLOWED DURING WAYPOINT NAVIGATION. This may include, but it is not limited to, loiter, POI (Point of Interest), adjust airspeed and others. Failure to complete previous command will nullify any subsequent commands. Example: Waypoint 5 requires hold of 5 seconds. If aircraft fails to hold for proper time, the following waypoints will be scored ZERO. Team must announce to the judges which waypoint and command is being attempted	One point for each waypoint and command achieved in proper order. Maximum 10.
Landing	Achieve controlled autonomous landing. Scored on first landing attempt. Pilot or ground station operator may activate button or switch to initiate the landing.	Four Points



6. DESCRIPTION OF MISSION TASKS

The Flight Mission has been divided into a series of tasks. Teams do not need to complete every task. The available tasks are listed in this section with the associated scoring associated with each task.

- 6.1 **Capture waypoints and commands in sequence.** Waypoints and commands will be chosen no less than 50 ft from the “no-fly-zone” boundaries and will be provided to teams following completion of their FRR. Waypoints and commands will be provided to the teams the morning of the competition. Capture waypoints in sequence while in autopilot control with +/- 50 ft accuracy, and maintain navigation +/- 50 ft. along the planned flight path. ANY AVAILABLE MISSION PLANNER COMMAND MAY BE ALLOWED DURING WAYPOINT NAVIGATION. This may include, but it is not limited to, loiter, POI (Point of Interest), adjust airspeed and others. Failure to complete previous command will nullify any subsequent commands. Example: Waypoint 5 requires hold of 5 seconds. If aircraft fails to hold for proper time, the following waypoints will be scored ZERO. Team must announce to the judges which waypoint and command is being attempted.
- 6.2 **A water balloon containing no less than 4 oz of liquid paint will be dropped on identified target locations.** Balloon must be dropped without intervention from the safety pilot. Once airborne, the safety pilot may not control the aircraft to the drop destination. Balloon may be dropped using a mission planner command, or by a command by the GCS operator through mission planner. Balloon must be dropped at an altitude of 40' or higher. Lower altitude will mean a score of zero on the drop. Once the balloon is dropped, the safety pilot may take control and fly the aircraft back to the launch point. (Example. The safety pilot may not fly the aircraft or maneuver the aircraft once at the target point. Upon takeoff, control must be handed to the ground control station operator to remain in control until the balloon is dropped. Any available functions in mission planner can be used to maneuver the aircraft in to position)
 - 6.2.1 Waypoint and Payload Delivery missions are independent of each other. Each must be completed separately before moving on to the other challenge.
 - 6.2.2 The vehicle shall search for items of interest. Each items of interest will be located within the search area. Each items will be of 2 dimensions and contain a colored letter or number. A Red X will signify a payload delivery target.
- 6.3 **Payload Delivery Specifications**
 - 6.3.1 Payload delivery mechanism must be designed and built by team members. No commercially available drop mechanisms allowed. Payload delivery mechanisms may be made out of the material of choice for each team. 3D printed, wood, and foam are just examples of allowed materials.
 - 6.3.2 Payload delivery mechanism must be powered by primary battery source. No additional batteries are allowed on board.
 - 6.3.3 Payload delivery mechanism may be removeable and installed only for the drop portion of the event.
 - 6.3.4 Each payload delivery mechanism must be capable of carrying a balloon filled with a minimum of 1oz of liquid paint and 3oz of liquid water. Teams may request larger balloons up to a maximum of 6 fluid ounces of liquid. Teams may carry multiple balloons simultaneously, up to a maximum of 3.
 - 6.3.5 UAS4STEM organizers will provide, fill and weigh each balloon before flight. DO NOT BRING PREFILLED BALLOONS
 - 6.3.6 Each team may drop up to 2 balloons on any identified target.
 - 6.3.7 Teams may return to launch point to load new payloads as often as necessary within the time permitted.
 - 6.3.8 Payload must be dropped at an altitude of 40' or higher

7. SAFETY REGULATIONS

7.1. Flight Operations

- 7.1.1 Flight operations of any type involve some level of risk to personnel and property. It is the responsibility of all personnel involved in and around flight operations to identify, evaluate, and mitigate risks to the maximum extent possible.
- 7.1.2 When teams are conducting flight tests, extra precautions must be in place to protect team members and others.
- 7.1.3 It is required that teams use an experienced RC Pilot to act as Safety Pilot for any test flights. This should be one of the mentors assigned to the team.
- 7.1.4 A Safety Score of a maximum of 10 points will be awarded.

7.2 The System

- 7.2.1 The system shall provide sufficient information to operators on a continuous basis to ensure that it is operating within no-fly/altitude boundaries.
- 7.2.2 The aircraft shall be capable of manual override by the safety pilot during any phase of autonomous flight.
- 7.2.3 The flight termination system, activated by a single switch, shall be capable of overriding all flight modes and executing the Return-To-Land command.
- 7.2.4 The aircraft shall automatically Return-to-Land (takeoff location) after loss of primary communications link signal within 5 seconds.

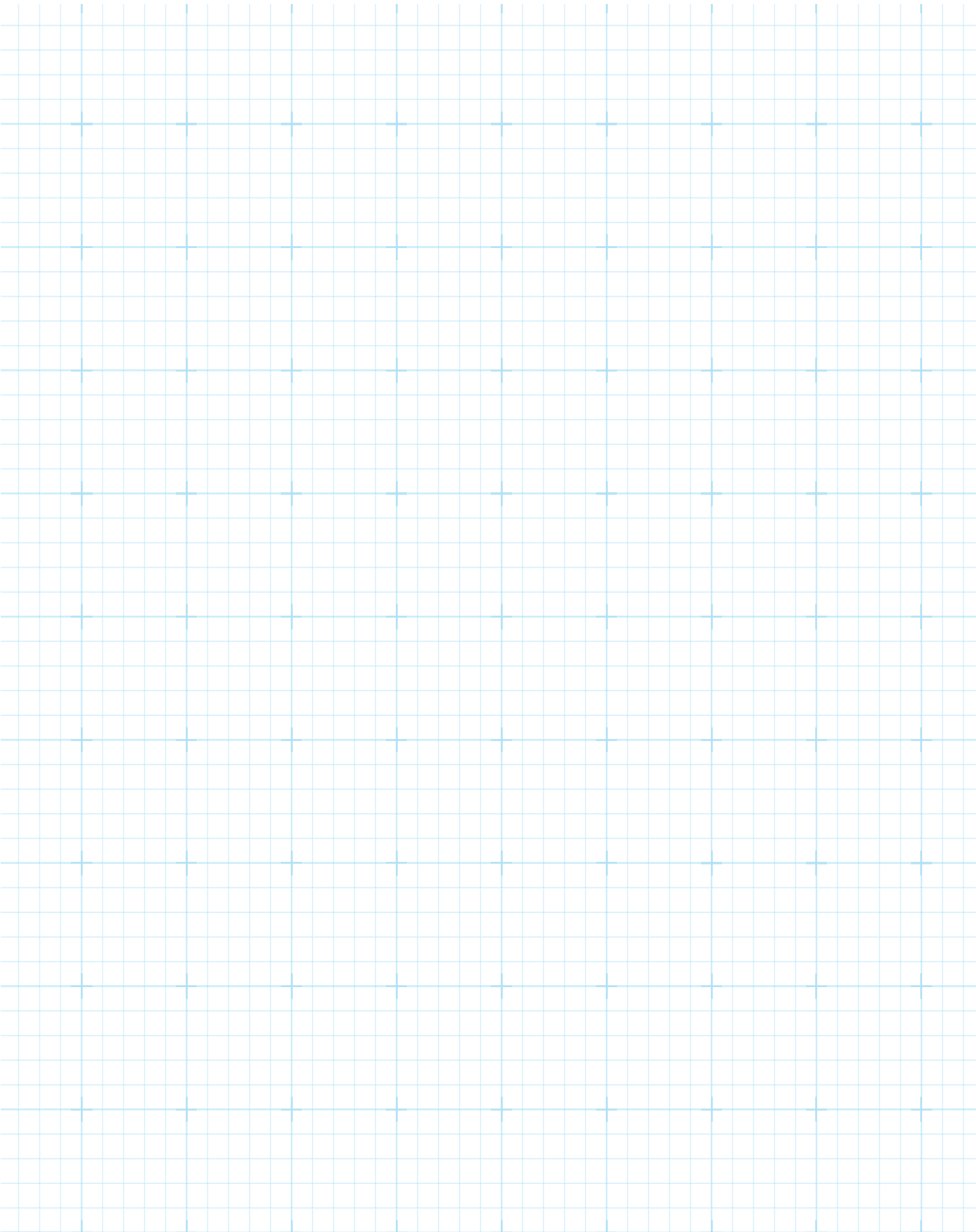
7.3 Other

- 7.3.1 No more than ten (10) team members will be allowed in the mission area.
- 7.3.2 Closed toe shoes are required to be worn during safety inspections, flight line operations, or when rotors are powered. Open toed shoes/flip flops should not be worn. Anyone wearing open toed shoes will not be allowed to participate in any activity at the flight line.
- 7.3.3 Officials have the right to disqualify an entry or a team that they deem to be a hazard.

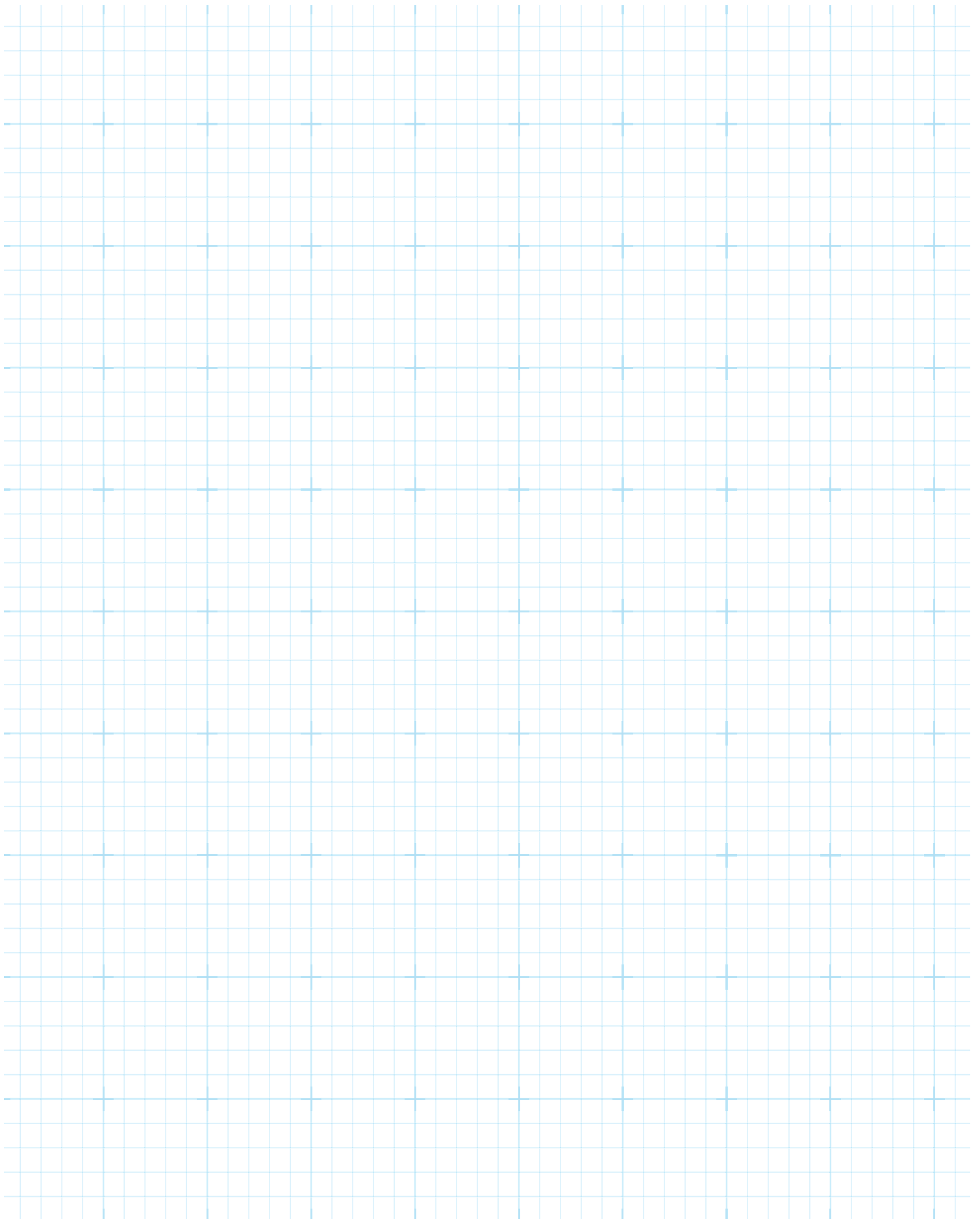
APPENDIX D: MENTOR GUIDELINES AND EXPECTATIONS

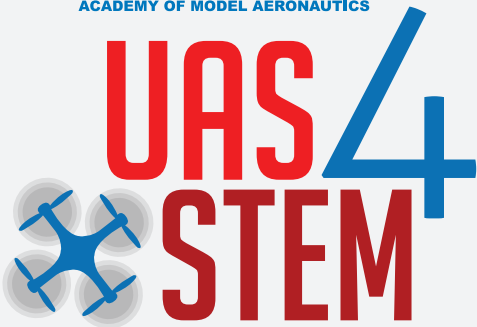
- Complete necessary site specific requirements to be an approved volunteer
- Agree to exchange contact info with sponsor teachers at your designated site
- Aid students in completing AMA registration
- Aid schools in registering with AMA as a MASC club
- Agree to meet with teams at a minimum of two times a month
- Photo documentation

NOTES



NOTES





Introducing a new STEM program from the Academy of Model Aeronautics!

UAS4STEM is designed to encourage students to explore the sUAS (drone) phenomenon, teamwork, competition, and success through STEM.

SEARCH AND RESCUE CHALLENGE

THE MISSION: A small group of hikers has gone missing in a remote area. Your team has been called upon to provide rapid response using a small Unmanned Aircraft System (sUAS) that can support the search-and-rescue mission.

ELIGIBILITY: Teams consist of between four and ten members. All team members must be between 11 and 19 years old. All competitors are required to complete the sUAS ground school curriculum before kit shipment.

COST PER

TEAM: \$1,995

Price Includes:

- Ten sUAS Ground School licenses
- Quadzilla quadcopter
- AMA membership
- Regional and national competition entrance
- No additional regional or national event entry fees



For additional details and information, visit:

WWW.UAS4STEM.ORG



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