

U.S. FIRST Team Update: 1995 Competition



Kickoff Workshop

January 7, 1995: Manchester, NH

Regional Tournaments

- Region 1: Manchester, New Hampshire
Friday, Saturday February 24, 25, 1995
- Region 2: Charlotte, North Carolina
Monday, Tuesday February 27, 28, 1995
- Region 3: Dallas, Texas
Friday, Saturday March 3, 4, 1995

Structure of Event

Day 1: Final field set-up, technical testing and team registration and practice. Each team will have at least two assigned half-hour practice sessions.

Day 2: Team breakfast banquet, followed by seeding matches. An afternoon break will allow teams to tune their vehicles for the Regional Play-offs that evening and a regional winner will be decided after double-elimination finals.

National Championship

March 30, 31, April 1, 1995
EPCOT Center, Orlando, Florida

Walt Disney World's EPCOT Center has asked to host the National Championship! Final negotiations are in progress and we are hoping to confirm this location by month's end. Special packages will be available for participating team members.

Structure of Event

Day 1: Team registration and practice

Day 2: Seeding matches—each team will play five or six matches

Day 3: Double-elimination tournament with a final four playoff deciding the winner. The *Awards Celebration and Dinner* will follow the entire Competition on Saturday evening.

1995 Fees & Deadlines

- Full Participation \$6,000.
Regional Tournament & National Championship
- Regional Tournament Only \$3,000.
- National Championship Only \$3,000.

Deadline to enter a team:
December 15, 1994

1994 Control Systems

Do you still have control systems or components, such as batteries, chargers, R-nets, or control boxes?

Please return them ASAP so we can start preparing for next year. The system is being redesigned, but we need last year's parts to build with. Thanks for your help—if you have a deposit with us, it will be returned once the parts are received.

36 Teams Ready To Go!

1995 Team List (to date)

Alliant Techsystems Inc. / Kamiak H.S.
Alliant Techsystems Inc. / Washburn Senior H.S.
American Power Conversion / School TBA
Bose Corporation / Assabet Vocational Technical H.S., Framingham H.S.
Boston Edison Company / Plymouth North H.S.
Daniel Webster College / School TBA
Davol Inc. / School TBA
Delco Electronics Corporation / Kokomo H.S.
E-Systems, Inc. / Greenville H.S.
E-Systems ECI Division / School TBA
Freudenberg-NOK / Memorial H.S.
GE Elfun Society / Fitchburg H.S.
Honeywell, Inc. / North Community H.S.
Honeywell, Inc., Commercial Flight Systems Group / Cortez H.S.
Ingersoll-Rand Company / Bishop Guertin H.S.
International Fuel Cells / School TBA
Johnson & Johnston, Astro Precision Machine, Brooks Automation / Salem Vocational H.S.
Lockheed Sanders / Nashua H.S.
Markem Corporation / Keene H.S.
MICRO SWITCH, A Honeywell Division / Freeport Senior H.S.
NASA Lewis Research Center / East Technical H.S.
Navi Dowty & Associates, Inc. / D.C. Everest H.S.
NYPRO Inc. / Clinton H.S.
Procter & Gamble Company / Aiken H.S.
Procter & Gamble Company / Walnut Hills H.S.
Public Service of New Hampshire / West H.S.
Raychem Corporation / School TBA
Rensselaer Polytechnic / School TBA
SMC Pneumatics, Inc. / Ipswich H.S.
Southern Methodist University / St. Mark's School of Texas
Stanley Works / Berlin H.S.
Texas Instruments, Inc. / School TBA
University of North Carolina-Charlotte / School TBA
Womack Machine Supply Co. / Dallas Christian School
Worcester Polytechnic Institute / Doherty H.S.
Xerox Corporation / Joseph C. Wilson Magnet H.S.

U.S. FIRST UPDATE: 1/18/94

Below are answers to many of the questions that have been asked. Be sure to read this carefully and reference The Rules you received at the Kickoff Workshop. This will also be posted on the Bulletin Board.

- Reading messages on BBS** Currently, there are only 3 messages addressed to ALL--everyone should be able to read them. There is a glitch in the system preventing us from renumbering the messages; however, this year's messages start with #89. All prior messages have been deleted. You can "cut and paste" messages from the Bulletin Board, if you have the right software.
- Small Parts** You may only use up to \$300 of SPI parts in your final machine. To build prototypes you may exceed this limit, but you will be billed for any amount over the \$300 credit they have provided.
- Switch modifications** No internal modifications are allowed for either the rocker or limit switches. These switches are too small to handle the motor currents, therefore they cannot be used on the machine. They can only be used as part of the controller system. The blue boxes should be used in conjunction with the unmodified switches to make a control box. However, the addition of external levers is okay.
- Timing belt/chain** See Rule K5, page 6. There are no restrictions regarding pitch or width of the timing belt/chain, but you may use no more than 15' total. "Commercially available" means strictly off the shelf only. No custom or special orders.
- Use of Power Drive Train components** See Rule K5, page 6. Timing belt/chain may be used with either motors at any stage of a power train, including the final one (i.e. treads of a Caterpillar-like vehicle). Power train is defined as components transmitting the output of provided motor to any of the vehicle's mechanisms, including propulsion, arms, projectiles, etc.
- Netting** See Rule T5, page 6. Nets are allowed, but if they are used to entangle opponents machines, the referees may disallow them.
- Removing opponents balls** See Rule T6, page 6. If one team's balls are removed from the playing field by an opposing team, those balls are placed back onto the field near the balls' original exit point.
- Disqualification** See Rule T9, page 6. If, in an attempt to remove an opponents balls from the field, a part of your machine drops or is intentionally removed outside of they playing area, then your team's machine is turned off, and any points scored will count. If a machine is disqualified by a referee, any points scored during that match will be forfeited.
- Shipping** See CONSTRAINTS, page 2, and Rule Sh2, page 4. The shipping rule stands as written.
- Springs** In addition to those provided in The Kit, additional springs may be purchased from Small Parts Inc. You may not fabricate your own. The springs may be pre wound prior to power up.
- Fiberglass cloth** You may purchase and use fiberglass cloth, up to 1/8" thick and up to a 4'x4' overall size.
- Goal dimensions** See diagram, page 9. The goal dimensions are as stated on the diagram, with a tolerance of + 1/2".
- Modifying motors** All motors must be controlled through the transmitter/receiver. The motors cannot connect directly to the battery. The Delco motors may not be modified; however, the drill motors may be modified as long as the electrical connections are not changed.
- Design** For anyone interested in trying, flying vehicles are allowed as long as they meet all restrictions outlined in The Rules.
- Projectiles** See Rule S4, page 3. Competition soccer balls are considered safe projectiles.
- Team Communication at Competition** We must prohibit the use of microphones or hand-held radios for team communication at the Competition to avoid interference with the U.S. FIRST staff and event managers internal communications and the control systems.
- Two-part machines** See Rule C9, page 5. Two part machines are okay, however you cannot change the battery holder and you can only use the wires that are provided in the kit to extend power between motors. You MAY NOT use the wires that are in the printer.
- Team Box** See Rule F5, page 4. The Team Box is a 6' x 4' marked area adjacent to the 16" high playing field fence.
- Internet** We do not have direct access to Internet and not all teams have a subscription, so we are currently posting updates via fax and on the Bulletin Board.