



## 2023-24 Design, Build, Fly Q&A #4



### Clarification to Q&A#1, Question #16:

Q&A#1, Q#16 was made up of multiple questions grouped together and included the following question:

*Are we allowed to line the passengers up or orient them before loading?*

The answer published in Q&A#1 to this specific question was:

*... Payloads and components may be arranged as each team desires prior to starting assembly. ...*

To clarify this response and as stated in Q&A#3, question #19, the passengers will be provided for both the GM and staging box in a container. As stated in the rules, the container for the GM will be placed in the designated terminal area and inside the staging box for staging box assembly. Teams will not be allowed to touch the passengers inside the container until after the GM judge says "GO" for the passenger loading phase or until the staging box judge starts the 5 minute staging box assembly time. At that point, teams can arrange passengers as desired before starting assembly into the airplane.

This clarification is consistent with past DBF competitions utilizing multiple and sometimes large numbers of payload components such as the passengers this year and assures a smoother flow between teams in the GM and in the staging boxes.

### General Questions

1. To support the aircraft to be on its landing gear in the upright position during the parking configuration, can assists such as a kickstand be used?

Answer: No.

2. Q&A #3 specified that the medical supply cabinet must have the shape of a rectangular prism and that its internal/external configuration is up to the team to decide. Can the medical supply cabinet be a 3"x3"x3.5" rectangular prism with a floor that extends beyond the prism (i.e. some external protrusion that is part of the cabinet but not within the 3"x3"x3.5" box)?

Answer: The 3"x3"x3.5" requirement in the rules is stated as a minimum requirement. Features beyond that for securing in the airplane are up to each **time team** to decide. But each team must assure that additional features do not inhibit verification of the minimum size/shape requirement in tech inspection.

3. Would a design addition such as endplates that was not documented in the design report be allowable at technical inspection? Additionally, are we allowed to remove design features such as endplates from the final aircraft if we included them in the design report?

Answer: The rules clearly state that minor design changes are allowed after the report is submitted. The aircraft configuration will be verified as stated in the rules against the major components shown in the configuration drawing submitted with the report.

4. If a team doesn't meet "the take off within 20 feet" requirement, will they be penalized in mission score or will they be disqualified from the competition?

Answer: This is a failed take-off attempt and the team must return to the start/finish line and re-attempt the take-off. There is no limit on the number of take-off attempts a team can make but the mission window and mission time, if applicable, continues to run. A team can choose to abort the mission at any time and return to the flight queue for their next mission attempt.

5. [Is it] allowed to have the aircraft static, either by holding it or have a mechanical system to hold it in place, until the propulsion motor is at maximum rpm before releasing the aircraft for takeoff?

Answer: No.