

# Sample Document using `allan-eason.sty`

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April 8, 2022

# Contents

<b>1</b>	<b>maths</b>	<b>3</b>
1.1	test subsection . . . . .	3
<b>2</b>	<b>code</b>	<b>5</b>
<b>3</b>	<b>colors</b>	<b>9</b>
<b>4</b>	<b>cites</b>	<b>9</b>

# Section 1 maths

<https://mathxstudio.github.io/>  
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## §1.1 test subsection

Let  $n \geq 3$  be a positive integer. Let  $C_1, C_2, \dots, C_n$  be unit circles in the plane, with centres  $O_1, O_2, \dots, O_n$  respectively. If no line meets more than two of the circles, prove that:

$$\sum_{1 \leq i < j \leq n} \frac{1}{O_i O_j} \leq \frac{(n-1)\pi}{4}.$$

For brevity, let  $d_{ij}$  be the length of  $O_i O_j$  and let  $\angle(ijk)$  be shorthand for  $\angle O_i O_j O_k$  (or its measure in radians).

First, we eliminate the circles completely and reduce the problem to angles using the following

**Lemma:**

### Lemma 1.1

For any indices  $i, j, m$  we have the inequalities

$$\angle(imj) \geq \max\left(\frac{2}{d_{mi}}, \frac{2}{d_{mj}}\right) \quad \text{and} \quad \pi - \angle(imj) \geq \max\left(\frac{2}{d_{mi}}, \frac{2}{d_{mj}}\right)$$

### Proof of Lemma 1.1

We first prove the former line. Consider the altitude from  $O_i$  to  $O_m O_j$ . The altitude must have length at least 2, otherwise its perpendicular bisector passes intersects all of  $C_i, C_m, C_j$ . Thus

$$2 \leq d_{mi} \sin \angle(imj) \leq \angle(imj)$$

proving the first line. The second line follows by considering the external angle formed by lines  $O_m O_i$  and  $O_m O_j$  instead of the internal one.  $\square$

1.1

### Lemma 1.2

another test lemma.

### Proof of Lemma 1.2

proof of lemma.

1.2

Our idea now is for any index  $m$  we will make an estimate on  $\sum_{\substack{1 \leq i \leq n \\ i \neq b}} \frac{1}{d_{bi}}$  for each index  $b$ . If the centers formed a convex polygon, this would be much simpler, but because we do not have this assumption some more care is needed.

### Claim 1.1

Suppose  $O_a, O_b, O_c$  are consecutive vertices of the convex hull. Then

$$\frac{n-1}{n-2} \angle(abc) \geq \frac{2}{d_{1b}} + \frac{2}{d_{2b}} + \dots + \frac{2}{d_{nb}}$$

where the term  $\frac{2}{d_{bb}}$  does not appear (obviously).

### Proof of Claim 1.1

WLOG let's suppose  $(a, b, c) = (2, 1, n)$  and that ...

another line of text...

### Fact 1.1

Describe your fact.

**Proof of Fact 1.1**

Describe proof.

another line of text...

**Theorem 1.1** (Test theorem). *Here is a theorem. Here is a theorem. Here is a theorem. Here is a theorem. Here is a theorem. Here is a theorem.*

...

Now suppose there were  $r$  vertices in the convex hull. If we sum the first claim across all  $b$  on the hull, and the second across all  $b$  not on the hull (inside it), we get

$$\begin{aligned}\sum_{1 \leq i < j \leq n} \frac{2}{d_{ij}} &= \frac{1}{2} \sum_b \sum_{i \neq b} \frac{2}{d_{bi}} \\ &\leq \frac{1}{2} \cdot \frac{n-1}{n-2} ((r-2)\pi + (n-2)\pi) \\ &= \frac{(n-1)\pi}{4}\end{aligned}$$

as needed (with  $(r-2)\pi$  being the sum of all angles in the hull).

**Remark.** This is the sixth and last problem of IMO 2002, and is a difficult one. Allan put it here to test the latest style file.

## Section 2 code

**Hypothesis** – test hypothesis.

*Justification* – type some justifications.

**Algorithm**

allanpy

```

1  # observation from the air
2
3  %matplotlib inline
4  import numpy as np
5  import matplotlib.pyplot as plt
6
7  v_car=5.611 # 20km/h on average in hk
8  v_eye=16 # Hz
9  alpha_lag=1.00
10 v_reload=alpha_lag*v_eye
11
12 pie=math.pi
13 r_a=13000
14 rho_car=0.001023
15 delta_d_car=v_car/v_reload
16 L_car=4.71769
17 C_eye=40960000
18 alpha_c1=1.00
19 C1=C_eye*alpha_c1
20 alpha_c2=0.90
21 C2=C_eye*alpha_c2
22 alpha_c3=0.80
23 C3=C_eye*alpha_c3
24
25 def alpha_clarity(x):
26     if x>0 and x<sep_point:
27         return float(0)
28     elif x>=sep_point and x<=1:
29         return 
$$-\left(\frac{4096}{4095}\right)^2 \backslash$$

30     elif x>1:
31         return float(1)
32 output=[0 for i in range(len(dataport))]
33 for i in range(len(dataport)):

```

```

34     output[i]=alpha_clarity(dataport[i])
35     dataport=np.arange(0,1.01,0.01)
36     sep_point=1/4096

```

#### Explanation

$$\text{data}_i = 4\pi\sqrt{r_a^2 - \text{data}_i^2} \cdot \rho_{\text{car}} \cdot \Delta d_{\text{car}}$$

another line of text.

```

1  # observation from the air
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3  %matplotlib inline
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7  v_car=5.611 # 20km/h on average in hk
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9  alpha_lag=1.00
10 v_reload=alpha_lag*v_eye
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12 pie=math.pi
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15 delta_d_car=v_car/v_reload
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17 C_eye=40960000
18 alpha_c1=1.00
19 C1=C_eye*alpha_c1
20 alpha_c2=0.90
21 C2=C_eye*alpha_c2
22 alpha_c3=0.80
23 C3=C_eye*alpha_c3
24

```

```

25 def alpha_clarity(x):
26     if x>0 and x<sep_point:
27         return float(0)
28     elif x>=sep_point and x<=1:
29         return float((- (4096/4095)**2)*((x-1)**2)+1)
30     elif x>1:
31         return float(1)
32 output=[0 for i in range(len(dataport))]
33 for i in range(len(dataport)):
34     output[i]=alpha_clarity(dataport[i])
35 dataport=np.arange(0,1.01,0.01)
36 sep_point=1/4096

```

INSERTION-SORT( $A$ )

```

1  for  $j = 2$  to  $A.length$ 
2       $key = A[j]$ 
3      // Insert  $A[j]$  into the sorted sequence  $A[1..j-1]$ .
4       $i = j - 1$ 
5      while  $i > 0$  and  $A[i] > key$ 
6           $A[i+1] = A[i]$ 
7           $i = i - 1$ 
8       $A[i+1] = key$ 

```



```

SEGMENTS-INTERSECT( $p_1, p_2, p_3, p_4$ )
1   $d_1 = \text{DIRECTION}(p_3, p_4, p_1)$ 
2   $d_2 = \text{DIRECTION}(p_3, p_4, p_2)$ 
3   $d_3 = \text{DIRECTION}(p_1, p_2, p_3)$ 
4   $d_4 = \text{DIRECTION}(p_1, p_2, p_4)$ 
5  if  $((d_1 > 0 \text{ and } d_2 < 0) \text{ or } (d_1 < 0 \text{ and } d_2 > 0))$  and
     $((d_3 > 0 \text{ and } d_4 < 0) \text{ or } (d_3 < 0 \text{ and } d_4 > 0))$ 
6      return TRUE
7  elseif  $d_1 == 0$  and  $\text{ON-SEGMENT}(p_3, p_4, p_1)$ 
8      return TRUE
9  elseif  $d_2 == 0$  and  $\text{ON-SEGMENT}(p_3, p_4, p_2)$ 
10     return TRUE
11 elseif  $d_3 == 0$  and  $\text{ON-SEGMENT}(p_1, p_2, p_3)$ 
12     return TRUE
13 elseif  $d_4 == 0$  and  $\text{ON-SEGMENT}(p_1, p_2, p_4)$ 
14     return TRUE
15 else return FALSE

```

## Section 3 colors

allanblue allanred allangreen allanpurple allancyan allanorange allanyellow allandarkblue

## Section 4 cites

I love bibliography. [1]

## References

[1] bibliography is important.