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DIALOG(R)File 35:Dissertation Abstracts Online
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/TI ON-BOARD AUTOMATIC AID AND ADVISORY FOR PILOTS OF
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AU= Author: WAGNER, ELAINE ANN
DG= Degree: PH.D.
PY= Year: 1988
CS= Corporate Source/Institution: MASSACHUSETTS INSTITUTE OF
IC= TECHNOLOGY (0753)
AD= SUPERVISOR: LENA VALAVANI
 Source: VOLUME 49/08-B OF DISSERTATION ABSTRACTS
 INTERNATIONAL.
 PAGE 3310. 261 PAGES
/DE Descriptors: ENGINEERING, AEROSPACE
DC= Descriptor Codes: 0538

/AB This dissertation represents the consideration of the
 problem of aircraft control failures from a broader, more
 meaningful viewpoint than with control loop reconfiguration or
 redesign. The additional considerations involved in making full
 recoveries from control failures are first categorized. New
 performance and operating constraints that are best taken into
 account explicitly are presented, and there is a discussion of
 the sometimes very important role of explicit post-failure retrim
 of the aircraft. Because it can be expected that pilots, if
 unaided, may continue often to be unable to recover aircraft
 after control failure, these considerations have been cast in the
 form of knowledge and capabilities that an automatic aid and
 pilot advisory system should have. Each major element is
 supported with information from aircraft accident cases and from
 simulations of post-failure flight of a C-130 aircraft. Because
 automatic emergency control is seen to be a very significant part
 of the proposed system, a rule-based expert-type system to find a
 successful control strategy has been developed for elevator
 failures on the C-130. This system directs pre-simulation of the
 control strategy, changing it on the basis of empirical
 guidelines concerning simple, objective features of the aircraft
 response to the strategy. As shown in numerous examples, few
 iterations are required to find successful emergency control. As
 is discussed, this rule-based approach has no known restrictions
 with respect to type of aircraft, automatic control also in use,
 or control failure, as well as length of delay for failure
 identification. This approach seems to be one that would allow
 possible use of any remaining control capability, including
 unusual controls or maneuvering, and of finding the
 counterintuitive recoveries that, as is shown, are sometimes
 required. The advisory function of the recovery-aiding system is
 also described. The issues of pilot interface are discussed, as
 well as what to calculate to support the advisory during various
 flight phases. It is believed that the automatic aid and advisory
 system described, including the rule-based system for finding
 emergency control, is a good, viable solution to the problem of
 aircraft control failures.

SEARCH OPTIONS

BASIC INDEX

SEARCH SUFFIX	DISPLAY CODE	FIELD NAME	INDEXING	SELECT EXAMPLES
—	—	All Basic Index Fields	Word	S AEROSPACE
/AB	AB	Abstract ¹	Word	S CONTROL(W)FAILURE?/AB
/DE	DE	Descriptor ²	Word & Phrase	S HEALTH(W)SCIENCES/DE
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² Also /DF.

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—	AN	DIALOG Accession Number		
AU=	AU	Author	Phrase	S AU=WAGNER, ELAINE ANN
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DC=	DC	Descriptor Code	Phrase	S DC=0538
DG=	DG	Degree	Phrase	S DG=PH.D.
IC=	IC	Institution Code	Phrase	S IC=0753
LA=	LA	Language ^{4,5}	Phrase	S LA=GERMAN
—	LO	Location of Reference Copy ⁴		
—	PU	Publisher		
PY=	PY	Publication Year	Phrase	S PY=1988
—	SO	Source Information ⁶		
UD=	—	Update	Phrase	S UD=198906:9999

³ Advisor included since December of 1988.

⁶ Includes Volume, Pagination, and Publication Name.

⁴ Included in published European Dissertations only.

⁵ Non-English languages only.

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CURRENT	Search only the most recent year plus one (CURRENT1) to five (CURRENT5) years.	B 35 CURRENT2

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