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Simulating real Data by using the concept Autopilot

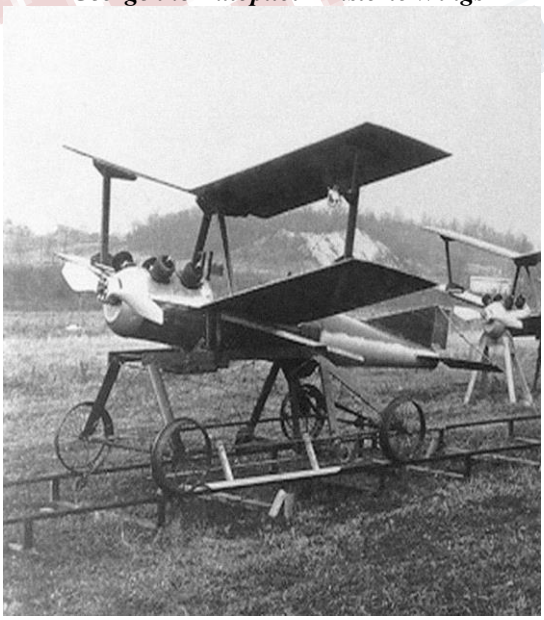
[1] M.Boomadevi, [2] R.Ananthi, [3] Malaiyarasi
[1][2] III B.Sc, [3] II B.Sc
[1][2][3] Dept of Computer Science, Holy Cross Home Science College, Tuticorin.

***Abstract:*-- This paper proposes an autopilot system for a small and light unmanned air vehicle called Kiteplane. The Kiteplane has a large delta-shaped main wing that is easily disturbed by the wind, which was minimized by utilizing trim flight with drift. The proposed control system for autonomous trajectory following with a wind disturbance included fuzzy logic controllers, a speed controller, a wind disturbance attenuation block, and low-level feedback controllers. The system was implemented onboard the aircraft. Experiments were performed to test the performance of the proposed system and the Kiteplane nearly succeeded in following the desired trajectory, under the wind disturbance. Although the path was not followed perfectly, the airplane was able to traverse the waypoints by utilizing a failsafe waypoint updating rule.The literal meaning of autopilot is a device that steers a ship, plane, or spacecraft by itself, without a person. However, the expression "on autopilot" has developed a different meaning. Here are some typical uses of the expression "on autopilot," In this paper we propose an approach for generating real life data over which we have control of the concept and can generate data exhibiting different types of concept drift. The approach uses a 3-D driving game to produce a data stream of instances describing how to drive around a track. The classification problem is learning the driving technique of the driver, which can be affected by changes in the driving environment causing changes to the concept. The paper gives illustrations of different types of concept drift and how standard concept drift handling techniques can adapt to the concept drift.**

INTRODUCTION

An autopilot is a system used to control the trajectory of an aircraft without constant "hands-on" control by a human operator being required. The autopilot system on airplanes is sometimes colloquially referred to as "George". Modern autopilots use software computer to control the aircraft. The software reads the aircraft's current position, and then controls a Flight Control System to guide the aircraft.

"George the Autopilot" Historic Wings



1) The Five Basic Parts of Every Autopilot:

Autopilots have five main components. The control head is often chosen for its looks and feel. It's important to locate it where the helmsman can easily reach it. Larger units serve as navigation control centers, displaying a variety of performance data as well as graphics. When trying one out, make sure you feel comfortable with it. Trying to hit the right button while your boat is bouncing around in rough seas can be a challenge. Some units feature pushbutton-only controls, while others use a large rotary knob to control your boat's direction. Most systems allow the installation of additional control units throughout your boat as well as the use of handheld unit An autopilot is a system used to control the trajectory of an aircraft without constant 'hands-on' control by a human operator being required.

B. First autopilots:

The first aircraft autopilot was developed by Sperry Corporation in 1912. The autopilot connected a gyroscopic heading indicator and attitude indicator to hydraulically operated elevators and rudder. (Ailerons were not connected as wing dihedral was counted upon to produce the necessary roll stability.) It permitted the aircraft to fly straight and level on a compass course without a pilot's attention, greatly reducing the pilot's workload.

In the early 1920s, the Standard Oil tanker J.A. Moffet became the first ship to use an autopilot

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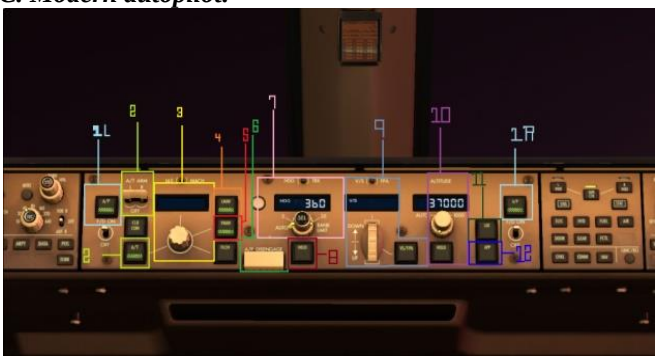
C. Modern autopilot:



Modern autopilots use computer software to control the aircraft. The software reads the aircraft's current position, and then controls a flight control system to guide the aircraft. In such a system, besides classic flight controls, many autopilots incorporate thrust control capabilities that can control throttles to optimize the airspeed. The installation of autopilots in aircraft with more than twenty seats is generally made mandatory by international aviation regulations. There are three levels of control in autopilots for smaller aircraft.

II. HOW DOES AUTOPILOT WORK?:

An auto flight system works by sending signals to the flight control system. The pilot inputs what type of mode they want, like a heading hold mode or an altitude hold mode. If they wanted to hold a specific heading, or direction, they could push a button and specify something like 3-6-0 for north or 1-8-0 for south. If the pilot wanted to hold a specific altitude, or the height of the plane, they could designate that as well.

Planes are controlled three dimensionally by adjusting pitch, yaw, and roll. A change in pitch would point the nose of the plane up or down; yaw, left or right; and roll would rotate the length of the plane left or right. These adjustments are made by moving elevators, the rudder, and ailerons respectively.

A simple single-axis ACFS will only control one dimension of the plane's movement. In this case, it's usually roll, which would be used to level the wings at cruising heights. Two-axis AFCS would control pitch and roll; Three-axis controls pitch, yaw, and roll.

Computer system details:

Software and hardware in an autopilot is tightly controlled, and extensive test procedures are put in place. Some autopilots also use design diversity. In this safety feature, critical software processes will not only run on separate computers and possibly even using different architectures, but each computer will run software created by different engineering teams, often being programmed in different programming languages. It is generally considered unlikely that different engineering teams will make the same mistakes.

Examples of autopilot:

- Office autopilot
- Marine autopilot
- Autopilot income system
- Autopilot for sale
- Helicopter autopilot
- Airplane autopilot
- Aircraft autopilot
- Boat autopilot

Things to consider while using auto-pilot system on ships:

- Rate of turn and Rudder limits
- Steering gear pumps
- Off course alarm
- Manual mode
- Traffic density
- Speed
- Weather conditions
- Gyro compass
- Important alarms & signals
- Important limitation

Tesla autopilot:

- The electric-vehicle maker sent its cars a software update that suddenly made autonomous driving a reality.
- Breakthrough A car that drives itself safely in a variety of conditions.
- Like many other feathers in the car, autopilot can be activated or shut off from a touch screen. It also turns off with a tap on the brakes.
- Autopilot could even handle twisty Mulholland drive, though it shut itself off in the middle of particularly tight turns.

An autonomous car is a vehicle that can guide itself without human conduction. This kind of vehicle has become a concreate reality and may pave the way for future systems where computers take over the art of driving. An autonomous car is also known as a driverless car, robot car, self-driving car or autonomous vehicle.

Advantages:

- Being able to fly an airliner is pretty cool.

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- The view from the flight deck can be breath-taking.
- You get to travel the world for free.
- Many opportunities to sample global cuisine if you love food.
- You never have to bring your work home with you, other than studying/preparing for your check-rides.
- You have sufficient time to yourself to pursue your hobbies/interests. There are quite a number of us who are full-time businessmen/hobbyists, part-time pilots. (said partially tongue in cheek)
- The salary and benefits are pretty decent. You won't be considered rich, but you're hardly wanting.
- The uniform's pretty spiffy.
- When you're back in base, you can get stuff done/hang out during off-peak hours and beat the crowds.

Disadvantages:

- Erratic sleep/rest patterns and jet-lag.
- Sometimes, you have no choice but to be away during special occasions. (There are ways to mitigate this)
- The myth that all pilots are Lotharios.
- Public perception that the autopilot can completely replace pilots, hence we are redundant and overpaid.
- Because of #3 and 4, occasionally you have to answer silly questions.
- The airline business is very volatile and almost everything affects it for e. g. fuel price, wars, diseases, terror threats, volcanic eruptions.
- Airport security screening is a pain in the arse.

CONCLUSION:

The autopilot flies the airplane without the human pilots controlling hands on. "Basically it is a computer that is running very fast," said Paul Robinson, president and CEO of Aero Tech Research. It can almost fly the plane completely between takeoff and landing.

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