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THESIS

DEVELOPMENT OF A MATHEMATICAL MODEL
THAT SIMULATES THE LONGITUDINAL, AND
LATERAL-DIRECTIONAL RESPONSE OF THE
F/A-18 FOR THE STUDY OF
FLIGHT CONTROL RECONFIGURATION

by

Fredric W. Rojek

September 1986

Thesis Advisor:

Daniel J. Collins

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J232476

REPORT DOCUMENTATION PAGE

REPORT SECURITY CLASSIFICATION UNCLASSIFIED		1b. RESTRICTIVE MARKINGS	
SECURITY CLASSIFICATION AUTHORITY		3. DISTRIBUTION/AVAILABILITY OF REPORT Approved for public release; distribution unlimited.	
DECLASSIFICATION/DOWNGRADING SCHEDULE			
PERFORMING ORGANIZATION REPORT NUMBER(S)		5. MONITORING ORGANIZATION REPORT NUMBER(S)	
NAME OF PERFORMING ORGANIZATION Naval Postgraduate School	6b. OFFICE SYMBOL (If applicable) Code 67	7a. NAME OF MONITORING ORGANIZATION Naval Postgraduate School	
ADDRESS (City, State, and ZIP Code) Monterey, California 93943-5000	7b. ADDRESS (City, State, and ZIP Code) Monterey, California 93943-5000		
NAME OF FUNDING/SPONSORING ORGANIZATION	8b. OFFICE SYMBOL (If applicable)	9. PROCUREMENT INSTRUMENT IDENTIFICATION NUMBER	
ADDRESS (City, State, and ZIP Code)	10. SOURCE OF FUNDING NUMBERS		
	PROGRAM ELEMENT NO	PROJECT NO	TASK NO
			WORK UNIT ACCESSION NO.
TITLE (Include Security Classification) DEVELOPMENT OF A MATHEMATICAL MODEL THAT SIMULATES THE LONGITUDINAL, AND LATERAL-DIRECTIONAL RESPONSE OF THE F/A-18 FOR THE STUDY OF FLIGHT CONTROL RECONFIGURATION			
PERSONAL AUTHOR(S) ROJEK, FREDRIC W.			
TYPE OF REPORT Master's Thesis	13b. TIME COVERED FROM _____ TO _____	14. DATE OF REPORT (Year, Month, Day) September 1986	15. PAGE COUNT 286
SUPPLEMENTARY NOTATION			

COSATI CODES			18. SUBJECT TERMS (Continue on reverse if necessary and identify by block number) F/A-18, Simulation, Reconfigurable, Flight, Controls
FIELD	GROUP	SUB-GROUP	

ABSTRACT (Continue on reverse if necessary and identify by block number)

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To study flight control reconfiguration, the model allows individual actuation of either a left or right control surface. Aircraft response to the actuation loss of either the left or right stabilator is simulated in the program. The program is designed to implement the reconfigurable control system currently under study for the Self-Repairing Digital Flight Control System.

DISTRIBUTION/AVAILABILITY OF ABSTRACT <input checked="" type="checkbox"/> UNCLASSIFIED/UNLIMITED <input type="checkbox"/> SAME AS RPT <input type="checkbox"/> DTIC USERS		21. ABSTRACT SECURITY CLASSIFICATION UNCLASSIFIED	
NAME OF RESPONSIBLE INDIVIDUAL Daniel J. Collins		22b. TELEPHONE (Include Area Code) (408) 646-2826	22c. OFFICE SYMBOL Code 67Co

Block 19. ABSTRACT (cont'd)

The computer simulation was written in VS FORTRAN. A copy of the program and simulation results are included in the appendices.

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Development of a Mathematical Model that Simulates the
Longitudinal, and Lateral-Directional Response of the F/A-18
for the Study of Flight Control Reconfiguration

by

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Submitted in partial fulfillment of the
requirements for the degree of

MASTER OF SCIENCE IN AERONAUTICAL ENGINEERING

from the

NAVAL POSTGRADUATE SCHOOL
September 1986

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ACKNOWLEDGEMENTS

I wish to express a sincere thank you to those who went out of their way to assist me in the preparation of this thesis: Mr. Duane Robertus of the Air Force Wright Aeronautical Laboratories; Mr. Mark Franko of the Naval Air Test Center; Mr. Marle D. Hewett; and Mr. Ed Funke of McDonnell Douglas. I also wish to express my appreciation to Professor Dan Collins whose patience and assistance made it possible for me to complete this project. CDR Val Gavito worked many hours to detect and correct several critical errors which enabled the program to operate properly. His efforts are deeply appreciated.

Finally I wish to acknowledge the support of my family. Deborah, Lauren, and Audra, who have seen too little of me for too long.

I. INTRODUCTION

Tactical aircraft face airborne and ground based threats which continue to grow in number and capability. In future combat engagements the lethality of these systems will pose a considerable threat to aircraft survivability. In addition to combat losses, the loss of aircraft in battle damage repair, or awaiting repair, will significantly reduce our tactical forces. Projections on the survivability of NATO forces [Ref. 1] during the initial days of engagement indicate 68% of the tactical aircraft will be out of action after the third day of battle. Of this total, 22% will be lost in combat and 46% lost while in repair or awaiting repair. This is indicated in Fig. 1.1 which comes from Reference 1. It is clear from projections such as this, if our forces are to remain a superior threat to the enemy, continued emphasis must be given to reduce the combat vulnerability, and increase the reliability and maintainability of our tactical aircraft.

To improve the combat effectiveness of future tactical aircraft, the United States Air Force initiated the Self Repairing Flight Control System, Reliability and Maintainability Program. Reference 2 outlines the program plan and goals. An Air Force sponsored study [Ref. 1] showed that significant improvements in aircraft survivability and

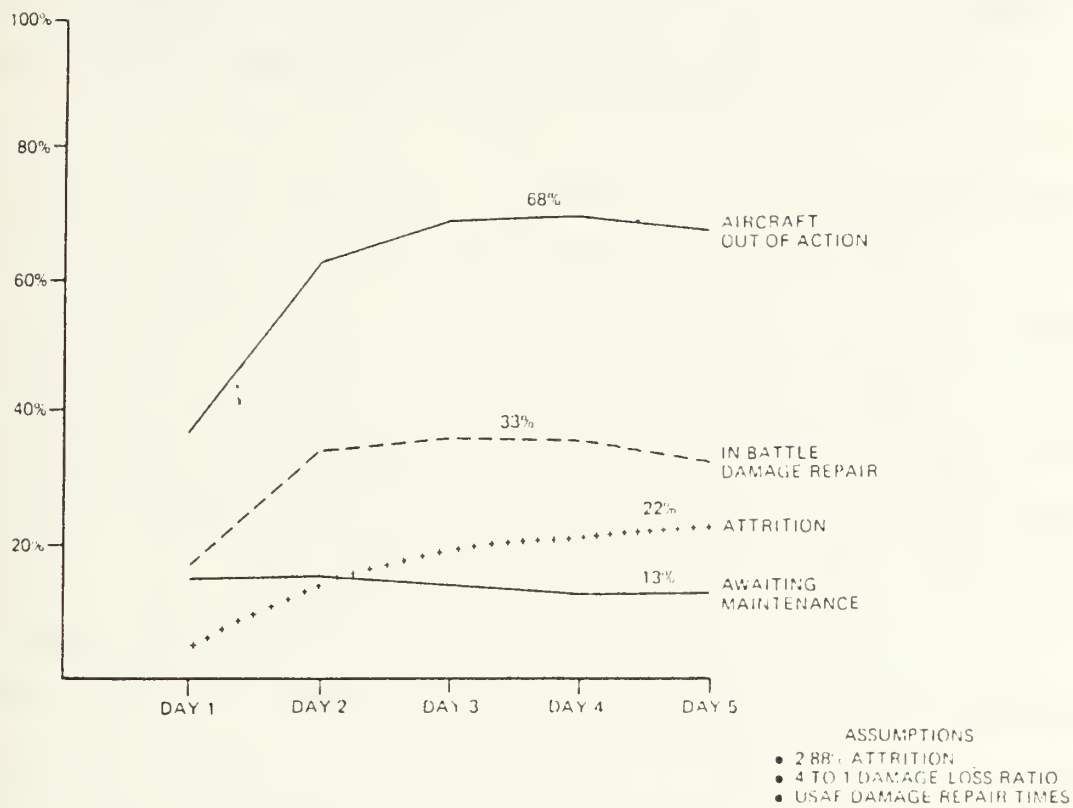


Figure 1.1 Tactical Aircraft Battle Damage Repair Statistics

reliability can be achieved with a self repairing digital flight control system.

One of the principle features of a self repairing system is flight control reconfiguration. A reconfigurable flight control system automatically counters aircraft loss of control due to impairment, or loss, of a control effector. The fundamental idea is to utilize the existing undamaged effectors to preserve the normal flying qualities of the unimpaired aircraft. The approach outlined in Reference 1 is to design a reconfigurable control mixer to be placed between the flight control laws and the control effectors. In the face of aircraft impairment the mixer would reallocate control commands to the unimpaired effectors so that flight critical pitch, yaw, and rolling moments would be preserved to the maximum extent possible. Using the control mixer concept, the existing flight control laws would not be altered.

Although the development of the self repairing system is intended for the advanced tactical aircraft, it is possible that the mixer could be implemented in existing airframes. This could be done with a control reconfiguration module interposed between the aircraft flight control computers and fly-by-wire actuators [Ref. 1].

For this thesis the McDonnell F/A-18 was chosen to study the reconfigurable control law concept utilizing the control mixer as described above. This choice was made based on the following assumptions given in Reference 1 for implementation

of the reconfiguration control law process in an existing airframe:

- 1) "The effector complement provides redundant effector systems and surplus control power for each flight critical control force and moment."
- 2) "The flight control is a full authority, fly-by-wire digital flight control system."
- 3) "A control law design exists which has been carried out for the unimpaired airplane, but which is sufficiently robust that only first order impairment-induced stability derivative changes need be accounted for in a drop-in reconfigurable mixer."

Based upon these assumptions it is felt that the F/A-18 is well suited for the reconfigurable control law study.

In this thesis a linearized mathematical model was developed which simulates the dynamic response of the F/A-18 aircraft to stick and rudder inputs. The model includes the control laws for the longitudinal, lateral, and directional axes for the cruise phase of flight. The fly-by-wire actuators and sensor dynamics were modeled and joined to the airframe linearized, small perturbation model. The perturbation model was obtained from the Simulation Control and Technology Group, Flight Systems Branch, Strike Aircraft Test Directorate, at the Naval Air Test Center. A computer program was developed which, with existing software at the Naval Postgraduate School, will simulate F/A-18 longitudinal, lateral, and directional response to stick and rudder inputs.

The model was designed to implement the control mixer gain concept outlined above. Future work at NPS will utilize the simulation program to develop algorithms for determining

the control mixer gain matrix. In addition the program will be used to study modern control augmentation systems and aircraft stability and control.

II. MODEL METHODOLOGY

A. INTRODUCTION

This chapter discusses the methods and assumptions used to formulate a mathematical model which simulates the dynamic response of the F/A-18 aircraft. The flight control system is described, including the simplifying assumptions used to develop the control system model. An overview of the complete system, which couples the control system model with the airframe small perturbation model, is then given with a brief description of each functional component.

B. FLIGHT CONTROL SYSTEM DESCRIPTION

A detailed description of the F/A-18 control system and theory of operation can be found in the Flight Control System Design Report by McDonnell Aircraft Company [Ref. 3]. The following discussion briefly describes the basics of the flight control system and the control law mechanization, and is intended to facilitate understanding the model development.

The primary flight control system in the F/A-18 is a fly-by-wire, full authority, control augmentation system. The control law computations are performed by four flight control computers operating in parallel. Each computer receives input from the aircraft motion sensors, air data computer, and pilot stick commands. The computer operates on the input signals according to the control law algorithms

and outputs the command signals to fly-by-wire electrohydraulic servoactuators. Figure 2.1, taken from Reference 3, shows a functional block diagram of the flight control system. Exclusive of angle of attack and air data sensors, the system has quadruplex redundancy. The system provides two fail operate performance for augmented motion feedback control. A third failure causes the system to revert to either open loop direct electrical link control, or stabilator mechanical control.

The control augmentation system is gain scheduled with angle of attack and air data to provide optimum flying qualities throughout the flight envelope. Cross axis interconnects (e.g., rolling surface to rudder interconnect) are provided for turn coordination and maneuverability at high angles of attack. The control system also provides feedback to counter inertial coupling at high roll rates.

The F/A-18 has ten primary flight control surfaces: Right and left stabilators, leading edge flaps, trailing edge flaps, ailerons, and rudders. Longitudinal control is provided by collective stabilator, and collective leading and trailing edge flaps. Lateral-directional control is provided by differential stabilator, differential leading and trailing edge flaps, ailerons, and rudders. Collective leading and trailing edge flap deflections are scheduled by the control laws and are a function of angle of attack. The flap positions are designed to provide optimum L/D during

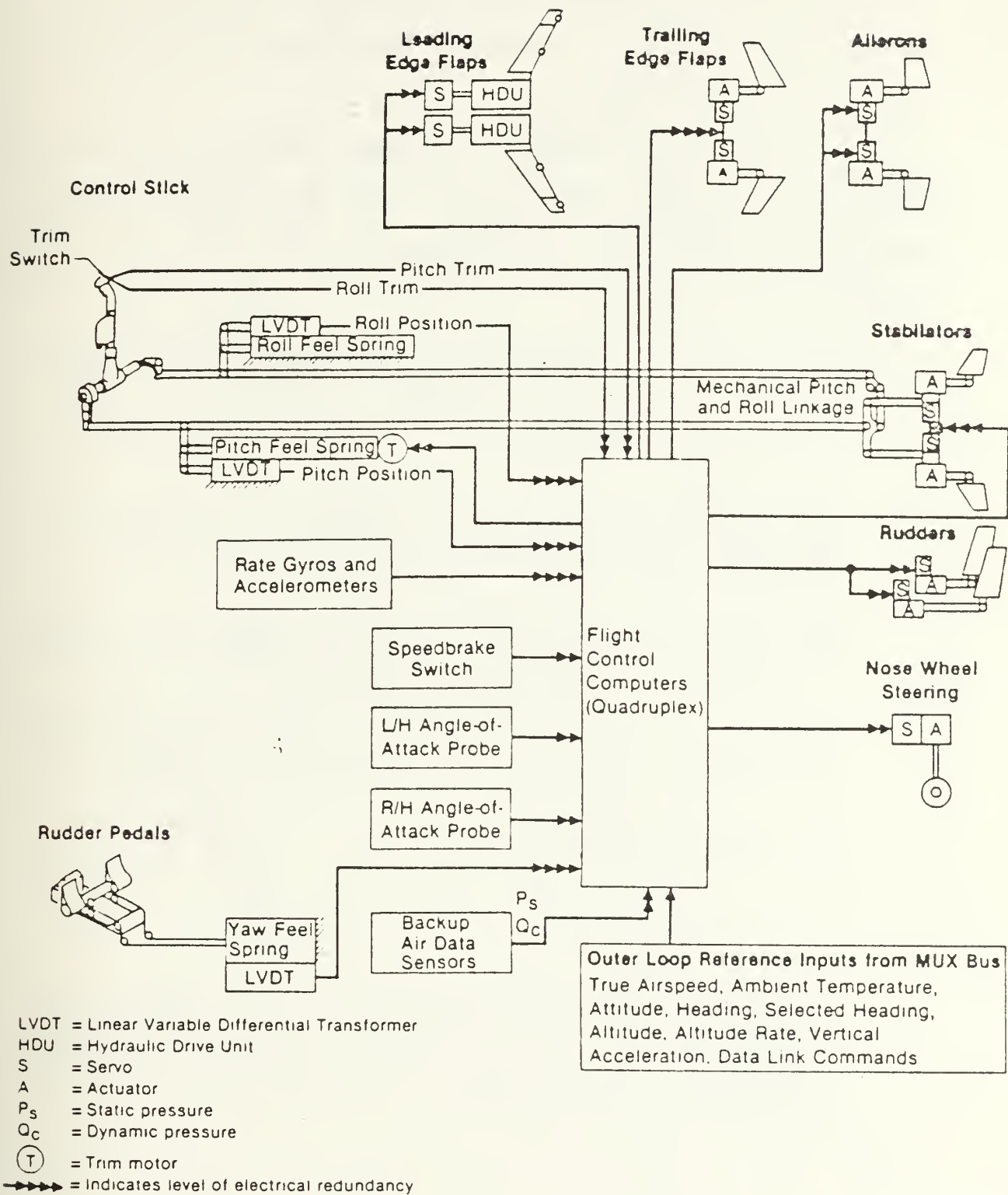
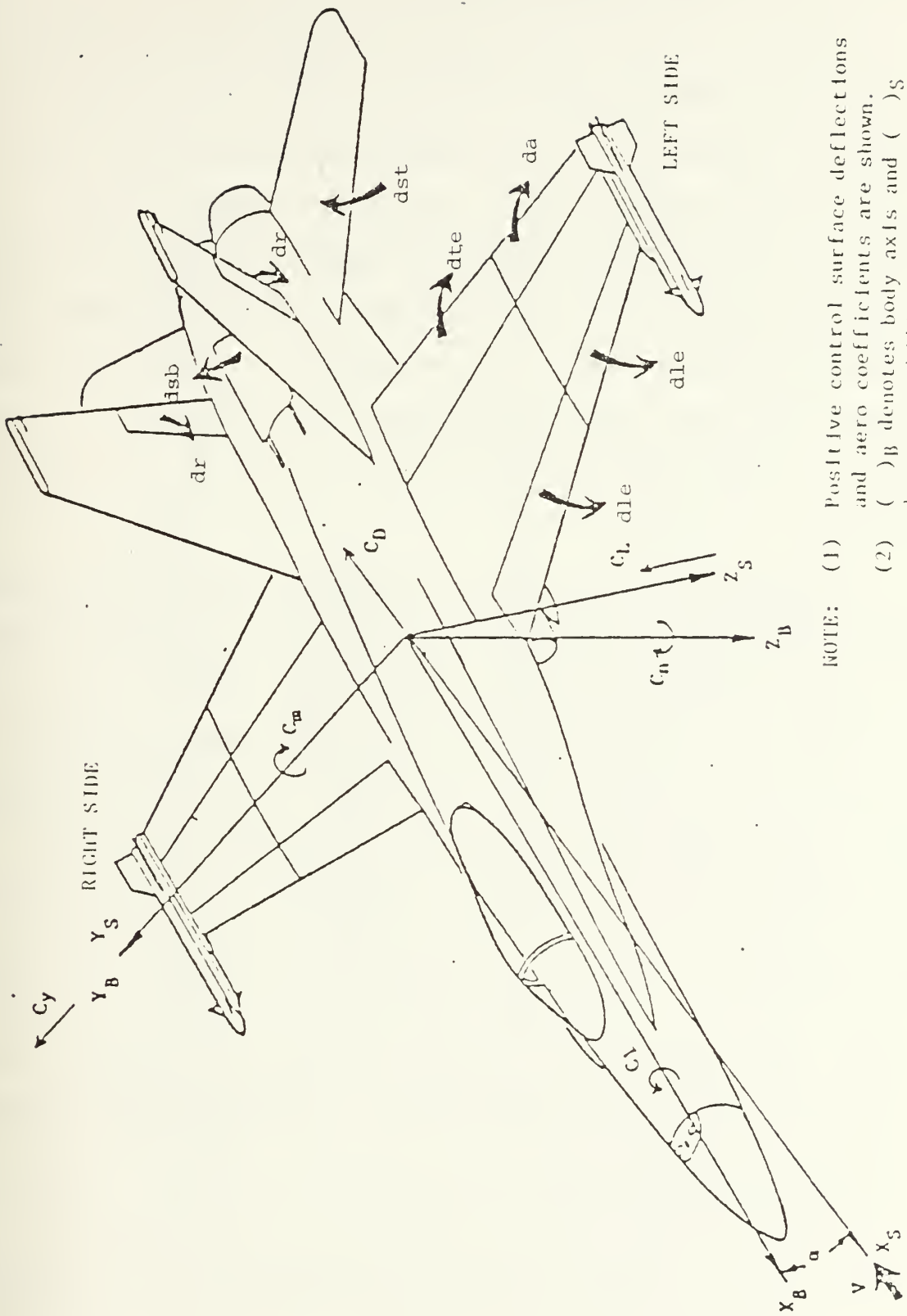


Figure 2.1 Functional Block Diagram of Flight Control System

cruise, and improve flying characteristics in maneuvering and high angle of attack flight. Figure 2.2, copied from Reference 3, shows the control surface positions and direction for positive deflection.

The objective of the thesis did not require a complete model of the F/A-18 control system as given in Reference 3. The following assumptions were made to reduce the model complexity.

- 1) The aircraft is operating in the up and away flight phase. Under this assumption the control laws are operating in the auto-flaps-up configuration. Control law configurations for the takeoff and landing phases were not modeled.
- 2) Only inner loop control is modeled. For inner loop control the pilot provides commands to the system. The auto functions (outer loop control) were not modeled.
- 3) Control is provided by the control augmentation system. The unaugmented modes such as direct electrical link or mechanical backup are not modeled.
- 4) The failure logic provided to reconfigure the control laws in the event of a sensor or actuator failure is not modeled.
- 5) The aircraft is operating with gear up, speedbrakes in, and no external stores.
- 6) Spin mode control logic is not modeled.
- 7) The aircraft trim system is not modeled.
- 8) High angle of attack conditions are not considered in the thesis model, therefore control law configurations for this flight condition are not modeled. For this thesis high angle of attack is defined as flight conditions above 15 degrees.



NOTE: (1) Positive control surface deflections and aero coefficients are shown.
 (2) ()_B denotes body axis and ()_S denotes stability axis.

Figure 2.2 Control Surface Positions and Direction of Positive Deflection

C. F/A-18 DYNAMIC MODEL OVERVIEW

The functional block diagram of the F/A-18 model which couples the flight control system to the basic airframe is shown in Figure 2.3. The diagram represents a multi-input multi-output, sampled data, closed loop control system. Theory on the analysis of sampled data systems, as the one shown in Fig. 2.3, is extensive and covered in a number of texts (see references). The development of the F/A-18 model assumes the reader has a rudimentary understanding of control theory, and in particular the theory of sampled data control systems.

In the nomenclature used to represent the control signals pilot inputs are prefixed by the letter 'P'. Actuating signals, and signals produced by the aircraft sensors are prefixed by the letter 'E'. Control surface deflections are prefixed by the letter 'D'. The nomenclature used to represent the aircraft perturbed motion variables and control surfaces is given in Table 2.1. To denote the motion axis which is being controlled, the signal will be suffixed with either x, y, or z to denote longitudinal, lateral, or directional axis respectfully. Finally a matrix or a vector will be denoted by an upper case letter. A scalar will be denoted by a lower case letter.

The input vector shown in Fig. 2.3,

$$P(t)^t = [px(t) \ py(t) \ pz(t)] \quad (2.1)$$

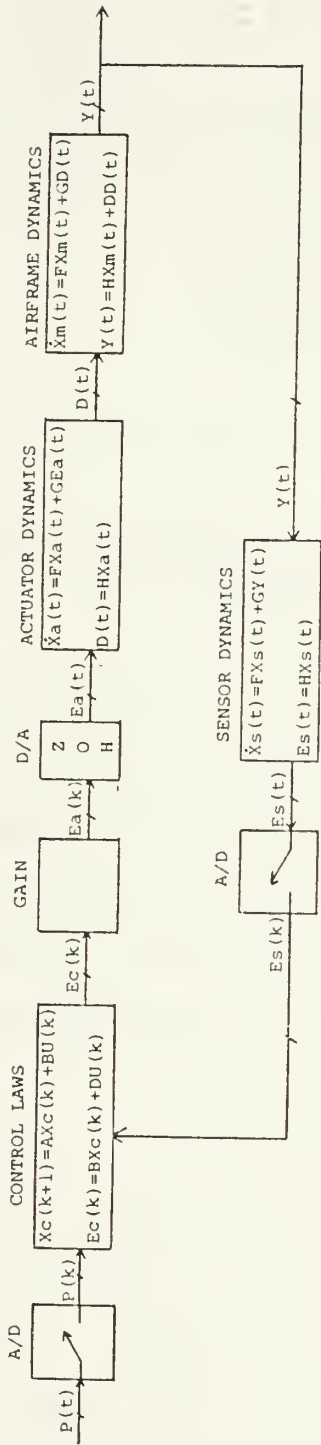


Figure 2.3 Functional Block Diagram of F/A-18 Model

TABLE 2.1

MOTION VARIABLES AND CONTROL SURFACE NOMENCLATURE

q	pitch rate	DEG/SEC
nz	normal acceleration	G
aa	angle of attack	DEG
yr	yaw rate	DEG/SEC
rr	roll rate	DEG/SEC
ny	lateral acceleration	G
str	right stabilator	DEG
stl	left stabilator	"
ter	right trailing edge flap	"
tel	left trailing edge flap	"
ler	right leading edge flap	"
lel	left leading edge flap	"
ar	right aileron	"
al	left aileron	"
rr	right rudder	"
rl	left rudder	"

represents the aircraft longitudinal and lateral stick, and rudder deflection in inches. The output vector,

$$Y(t)^t = [q(t) \text{ } nz(t) \text{ } aa(t) \text{ } yr(t) \text{ } rr(t) \text{ } ny(t)] \quad (2.2)$$

represents the perturbed motion of the aircraft about some steady state operating condition. The motion variable units are degrees, degrees/sec, and G's. Each block in the diagram contains a mathematical model which simulates the dynamics of that particular component. The control law block contains the aircraft flight control law algorithms modeled as linear, time invariant, discrete state equations. One processing channel of the flight control computer described above is represented in the control law model. The input vectors to the control law model are the discrete stick and rudder input signals in inches,

$$P(k)^t = [px(k) \ py(k) \ pz(k)] \quad (2.3)$$

and the discrete motion feedback signals from the sensors,

$$Es(k)^t = [q(k) \ nz(k) \ aa(k) \ yr(k) \ rr(k) \ ny(k)] \quad (2.4)$$

(The units of the motion feedback signals are degrees, degrees/sec, and G's). The input vector to the control law equations is therefore

$$U(k)^t = [Es(k) \ | \ P(k)] \quad (2.5)$$

The output vector from the control law block,

$$Ec(k)^t = [estr(k) \ estl(k) \ eler(k) \ elel(k) \ eter(k) \\ etel(k) \ ear(k) \ eal(k) \ err(k) \ erl(k)] \quad (2.6)$$

represents the discrete command signals to the flight control actuators in degrees. The actuator command signals enter the GAIN block which represents the configuration gain matrix discussed in the introduction. The state space equations shown in the actuator block model the dynamics of the flight control actuators. The input vector to the actuator block,

$$Ea(t)^t = [estr(t) \ estl(t) \ eler(t) \ elel(t) \ eter(t) \\ etel(t) \ ear(t) \ eal(t) \ err(t) \ erl(t)] \quad (2.7)$$

represents the continuous time, actuator command signals in degrees. The output vector from the actuator block

represents the control surface deflections in degrees,

$$D(t)^t = [dstr(t) \quad dstl(t) \quad dler(t) \quad dlel(t) \quad dter(t) \\ dtel(t) \quad dar(t) \quad dal(t) \quad drr(t) \quad drl(t)] \quad (2.8)$$

The deflection vector is input to the airframe small perturbation model represented by the state variable equations in the airframe block. The output vector from the small perturbation model, $Y(t)$, enters the sensor dynamics block which contains the state variable model for the aircraft rate gyros, accelerometers, and angle of attack sensors. As discussed above the sensors output the feedback signals which are sent to the control laws. In Chapter III the mathematical models which simulate the dynamics of each component in Fig. 2.3 will be developed in detail.

Analog to digital converters are modeled as impulse samplers. It is assumed that all samplers are operating at the same, constant sampling rate. (The actual system uses multi-rate sampling. In the thesis model only a single sampling rate is used. The program actually allows any desired sampling rate to be input.) The mathematical operation performed by the impulse samplers is shown in Figure 2.4.

Modeling the analog to digital converters as impulse samplers is a valid assumption if the quantization error of the actual system is at an acceptable level. Digital to analog converters are modeled as zero order hold devices. The mathematical operation performed by the zero order hold is shown in

Fig. 2.5. Finally it is assumed that the processing time between the sampler inputs and zero order hold output is very much less than the sampling period (i.e., no processing delay time is assumed). This assumption is used in transforming the continuous time state equations (actuators, airframe, and sensors) into discrete time equations.

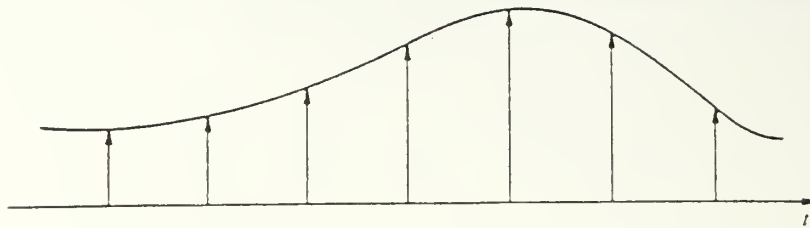


Figure 2.4 Mathematical Operation Performed by Impulse Sampler

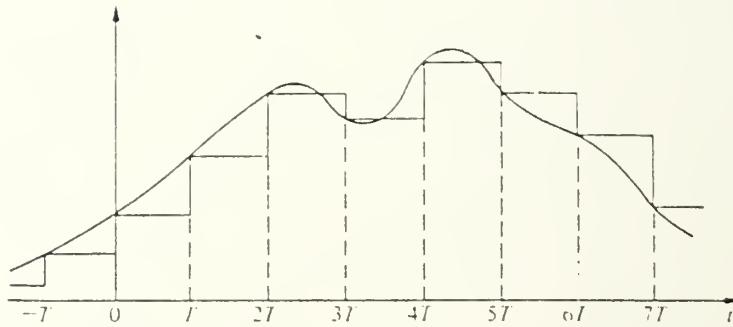


Figure 2.5 Mathematical Operation Performed by Zero Order Hold

III. MODEL DEVELOPMENT

A. CONTROL LAW MODEL DEVELOPMENT

The longitudinal, lateral, and directional control law models were developed from the block diagrams and information provided in Reference 3. In addition to the simplifying assumptions listed in Chapter II, many of the components in this system were eliminated based on the following considerations:

- 1) The control law model will be coupled to the small perturbation model of the F/A-18. It is assumed that operation of the control system will remain within a linear region. Therefore the non-linear components in the control laws were eliminated. These include position limiters, rate limiters, and dead band regions. Other non-linear functions in the system which were essential to the model (pitch stick gradient for example) were linearized by a Taylor series expansion.
- 2) For the same reasons discussed above, the portions of the system which provide inertial decoupling were not modeled.
- 3) In the model, the control signals are input as discrete signals. Therefore stick and rudder dynamics are not modeled.
- 4) Noise, which may be detrimental to control system performance due to aliasing, is not introduced into the model. Therefore the anti-aliasing prefilters were not included in the model.
- 5) The structural modes were not included in the F/A-18 airframe model. Therefore the structural notch filters were not included in the model.
- 6) To prevent discontinuities in the signals, the control laws utilize faders in portions of the system. Discontinuities could occur during start up, failures, or transitions. Since none of these conditions are included in the thesis model, faders have not been modeled.

- 7) The F/A-18 control system uses multi-rate sampling in the input and feedback paths (20, 40 and 80 hz sampling rates are used). To develop a state variable model only a single sampling rate was considered. Therefore the iteration averagers, used to mathematically combine two discrete signals of different sampling periods were not modeled. The simulation program allows any desired sampling rate to be input. For this thesis 80 hz was used as the sampling rate.

Figures 3.1 and 3.2 show the simplified block diagrams of the longitudinal and lateral-directional control laws. The inputs are the discrete stick and rudder commands, and motion feedback signals. The output signals are the commands to be sent to the flight control actuators via the reconfigurable gain matrix. Together Figs. 3.1 and 3.2 make up the control law block shown in Fig. 2.3.

The blocks in the control law model represent two basic transfer functions: Function gains, and digital filters. Table 3.1 lists the notation used to represent the transfer functions. Function gains and digital filters are described below.

TABLE 3.1

CONTROL LAW TRANSFER FUNCTION NOTATION

Prefix	Transfer function
F__	Function gain
P__	Longitudinal digital filter
R__	Lateral digital filter
Y__	Directional digital filter

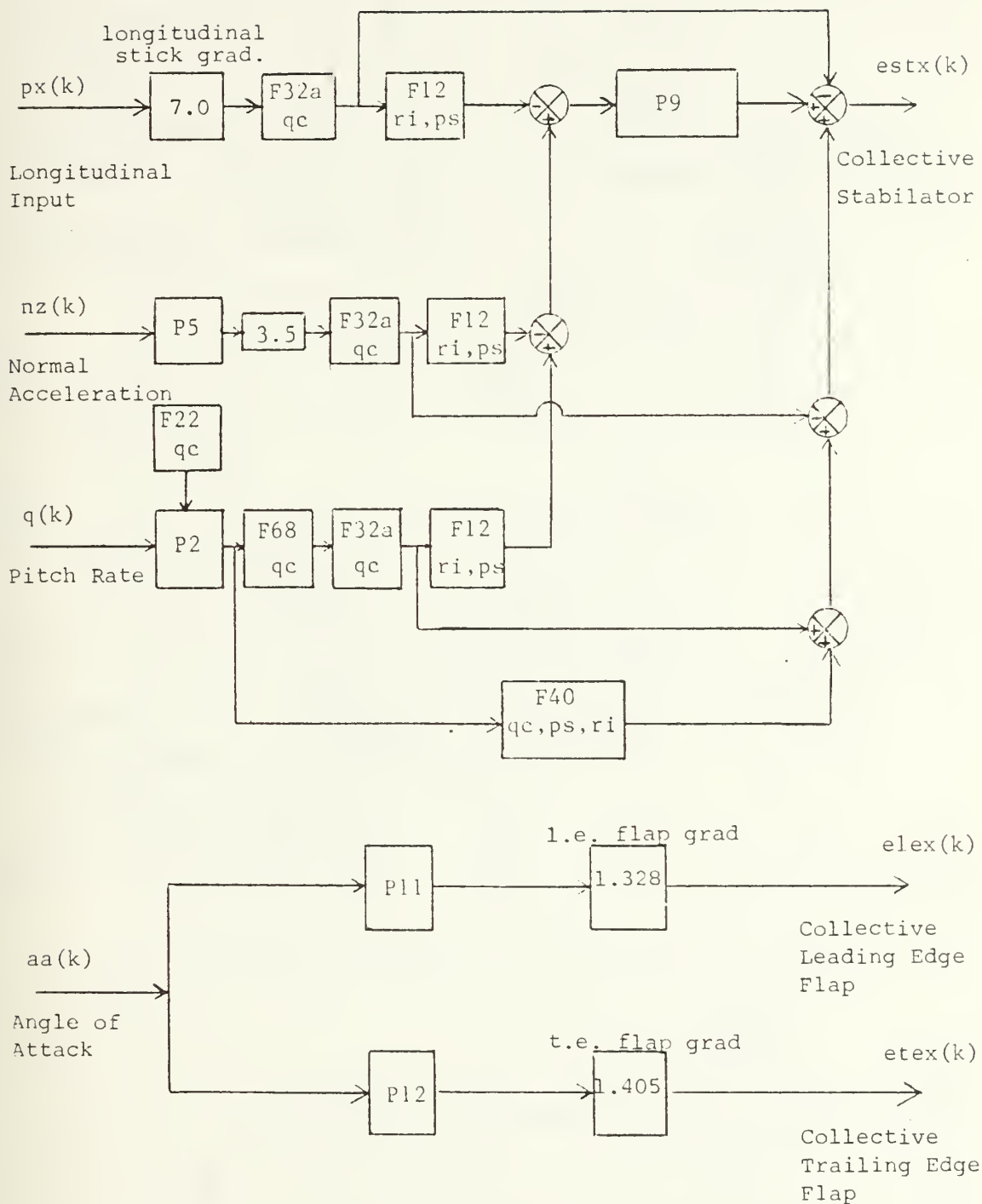


Figure 3.1 Simplified Longitudinal Control Law Diagram

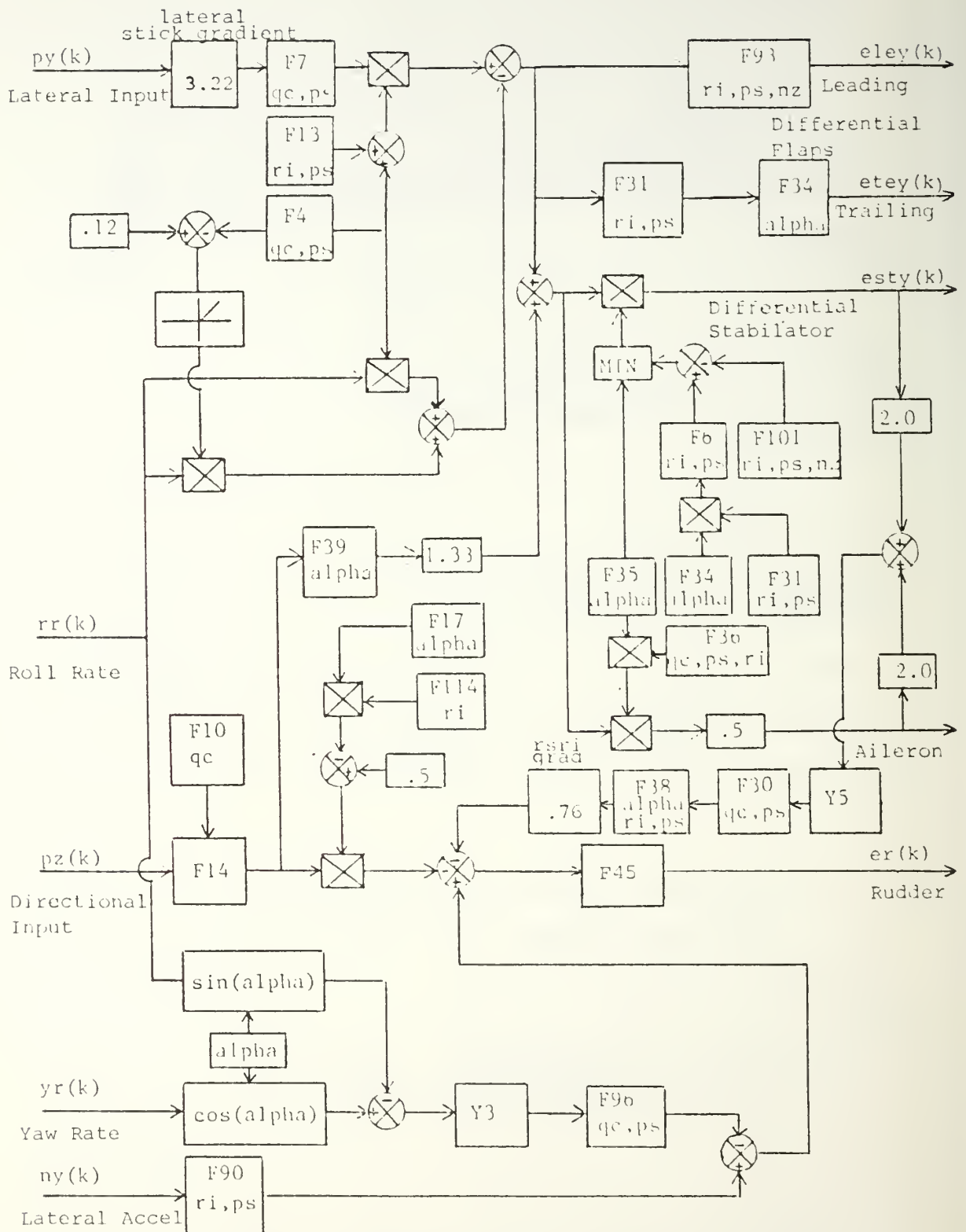


Figure 3.2 Simplified Lateral-Directional Control Law Diagram

1. Functions

The functions in the control law diagrams perform the system gain scheduling described in Sec. II.B. The functions operate on the air data, angle of attack, and normal acceleration to compute the system gains. Table 3.2 lists the notation used to represent the function inputs. The mathematical equations which define the gain schedules are given in Reference 3. Copies of the functions used in the control law model are given in Appendix A. In the simulation program the function gains are computed using steady state conditions for all input values.

TABLE 3.2

FUNCTION INPUT VARIABLES

ps	Indicated static pressure	lbs/ft ²
qc	Dynamic pressure	lbs/ft ²
ri	Pressure ratio (ps /qc)	ND
nz	Normal acceleration	G
alpha	Angle of attack	DEG

2. Digital Filters

Lead-lag filters are used in the system to shape the output response and provide adequate gain and phase margins. An integrator is used in the forward loop of the longitudinal system to provide zero steady state error between command and feedback. The control system design report [Ref. 3] gives the filter's continuous time transfer function. For the control law model, the digital filter coefficients were computed using the Tustin transform. All filters were modeled as first

order systems with two numerator coefficients and a single denominator coefficient. For example

$$H(Z) = \frac{P9N1*Z + P9N2}{Z - P9D} \quad (3.1)$$

is the model for filter P9. Appendix B gives the digital filters used in the model, and the method used to compute the coefficients.

3. State Space Models

Standard control system analysis techniques were used to derive the state space models for longitudinal and lateral-directional control laws shown in Figs. 3.1 and 3.2. The following sections outline the procedures used.

a. Longitudinal System

The block diagram in Fig. 3.1 contains five input/output signal flow paths:

- 1) Pitch rate to collective stabilator
- 2) Normal acceleration to collective stabilator
- 3) Longitudinal stick to collective stabilator
- 4) Angle of attack to collective leading edge flap
- 5) Angle of attack to collective trailing edge flap

To obtain the individual path transfer functions the signals are mathematically combined to give the following three Z-transform equations:

$$Estx(Z) = H1(Z)Eq(Z) - H2(Z)Enz(Z) - H3(Z)Epx(Z) \quad (3.2)$$

$$Elex(Z) = H4(Z)Eaa(Z) \quad (3.3)$$

$$E_{tex}(Z) = H_5(Z)E_{aa}(Z) \quad (3.4)$$

The expressions for each transfer function are given in Appendix C. To obtain a state space expression for longitudinal control laws, the individual Z-transfer functions are first expressed in state variable form. The state variable equations are then combined according to equations 3.2 - 3.4. This procedure is as follows:

- 1) The transfer function for the pitch rate to collective stabilator path can be expressed as:

$$H_1(z) = \frac{b_0 Z^2 + b_1 Z + b_2}{(Z-P_9D)(Z-P_2D)} \quad (3.5)$$

The numerator coefficients are functions of the system gains and filter coefficients. The roots in the denominator are the poles from filters P9 and P2. (Appendix C gives the detailed expressions for the numerator coefficients).

- 2) The state space representation of Eq. 3.5 is obtained using the parallel programming method outlined in Reference 4.

$$\begin{bmatrix} x_1(k+1) \\ x_2(k+2) \end{bmatrix} = \begin{bmatrix} P_9D & 0 \\ 0 & P_2D \end{bmatrix} \begin{bmatrix} x_1(k) \\ x_2(k) \end{bmatrix} + \begin{bmatrix} 1 \\ 1 \end{bmatrix} eq(k) \quad (3.6)$$

$$estx_1(k) = [q_{st1} \quad q_{st2}] \begin{bmatrix} x_1(k) \\ x_2(k) \end{bmatrix} + q_{st3} eq(k) \quad (3.7)$$

Applying the same procedures to the remaining Z-transfer functions in Eq. 3.2 results in similar expressions:

$$\begin{bmatrix} x3(k+1) \\ x4(k+2) \end{bmatrix} = \begin{bmatrix} P9D & 0 \\ 0 & P5D \end{bmatrix} \begin{bmatrix} x3(k) \\ x4(k) \end{bmatrix} + \begin{bmatrix} 1 \\ 1 \end{bmatrix} enz(k) \quad (3.8)$$

$$estx2(k) = nzst1 \quad nzst2 \begin{bmatrix} x1(k) \\ x2(k) \end{bmatrix} + nzst3 \quad enz(k) \quad (3.9)$$

for the normal acceleration path, H2(Z); and

$$x5(k+1) = P9D \quad x5(k) + 1 \quad px(k) \quad (3.10)$$

$$estx3(k) = pxst1 \quad x5(k) + pxst2 \quad px(k) \quad (3.11)$$

for the longitudinal stick path, H3(Z).

Appendix C details the procedures used to compute the coefficients in the output equations. The nomenclature used to represent the coefficients in the output equation combines the notation of the input signal and output control surface, followed by a number indicating the coefficient's numerical order in the equation. For example:

$$qst1, qst2, qst3$$

are the first, second, and third coefficients in the pitch rate to stabilator output equation (Eq. 3.7). With this system of nomenclature the respective signal path of the coefficient is easily identified.

- 3) The state variable equations for H1(Z), H2(Z) and H3(Z) are now combined according to Eq. 3.2.

$$estx(k) = estx1(k) - estx2(k) - estx3(k) \quad (3.12)$$

Adding Eqs. 3.7, 3.9 and 3.11 gives

$$\text{estx}(k) = [\text{qst1} \quad \text{qst2} - \text{nzst1} - \text{nzst2} \quad -\text{pxst1}] \begin{bmatrix} x1(k) \\ x2(k) \\ x3(k) \\ x4(k) \\ x5(k) \end{bmatrix} +$$

$$[\text{qst3} - \text{nzst3}] \begin{bmatrix} \text{eq}(k) \\ \text{enz}(k) \end{bmatrix} + -\text{pxst1} \text{ px}(k) \quad (3.13)$$

for the output equation. Equations 3.6, 3.8, and 3.10 can be combined to give

$$\begin{bmatrix} x1(k+1) \\ x2(k+1) \\ x3(k+1) \\ x4(k+1) \\ x5(k+1) \end{bmatrix} = \begin{bmatrix} \text{P9D} & & & & \\ & \text{P2D} & & & \\ & & \text{P9D} & & \\ & & & \text{P5D} & \\ & & & & \text{P9D} \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \\ x3(k) \\ x4(k) \\ x5(k) \end{bmatrix} + \begin{bmatrix} 1 & 0 \\ 1 & 0 \\ 0 & 1 \\ 0 & 1 \\ 0 & 0 \end{bmatrix} \begin{bmatrix} \text{eq}(k) \\ \text{enz}(k) \end{bmatrix} + \begin{bmatrix} 0 \\ 0 \\ 0 \\ 0 \\ 0 \end{bmatrix} \text{px}(k) \quad (3.14)$$

The state space representation of equation 3.2 is given by Eqs. 3.13 and 3.14. These equations output the collective stabilator command given the longitudinal stick and motion feedback inputs. Note that the motion feedback and longitudinal inputs have been separated. This facilitates coupling the control law equations to the aircraft equations to be developed later.

- 4) Similar state variable equations are derived for the angle of attack to collective flap path transfer functions $H4(Z)$, and $H5(Z)$:

$$x6(k+1) = \text{P11D} x6(k) + 1 \text{ eaa}(k) \quad (3.15)$$

$$\text{elex}(k) = \text{aale1} x6(k) + \text{aale2} \text{ eaa}(k) \quad (3.16)$$

for the AOA to collective leading edge path $H4(Z)$; and

$$x7(k+1) = P12D x7(k) + 1 eaa(k) \quad (3.17)$$

$$etex(k) = aatel1 x7(k) + aate2 eaa(k) \quad (3.18)$$

for the AOA to collective trailing edge path H5(Z).

- 5) The state equations for collective stabilator, and collective leading and trailing edge flaps are now combined to give the following state variable model for the longitudinal control laws:

$$\begin{bmatrix} x1(k+1) \\ x2(k+1) \\ x3(k+1) \\ x4(k+1) \\ x5(k+1) \\ x6(k+1) \\ x7(k+1) \end{bmatrix} = \begin{bmatrix} P9D & & & & & & \\ & P2D & & & & & \\ & & P9D & & & & \\ & & & P5D & & & \\ & & & & P9D & & \\ & & & & & P11D & \\ & & & & & & P12D \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \\ x3(k) \\ x4(k) \\ x5(k) \\ x6(k) \\ x7(k) \end{bmatrix} + \begin{bmatrix} 1 & 0 & 0 \\ 1 & 0 & 0 \\ 0 & 1 & 0 \\ 0 & 1 & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 1 \\ 0 & 0 & 1 \end{bmatrix} \begin{bmatrix} eq(k) \\ enz(k) \\ eaa(k) \end{bmatrix} + \begin{bmatrix} 0 \\ 0 \\ 0 \\ 0 \\ 1 \\ 0 \\ 0 \end{bmatrix} px(k) \quad (3.19)$$

$$\begin{bmatrix} estx(k) \\ elex(k) \\ etex(k) \end{bmatrix} = \begin{bmatrix} qst1 & qst2 & -nzst1 & -nzst2 & -pxst1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & aale1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & aate1 \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \\ x3(k) \\ x4(k) \\ x5(k) \\ x6(k) \\ x7(k) \end{bmatrix} +$$

$$\begin{bmatrix} qst3 & -nzst3 & 0 \\ 0 & 0 & aale2 \\ 0 & 0 & aate2 \end{bmatrix} \begin{bmatrix} eq(k) \\ enz(k) \\ eaa(k) \end{bmatrix} + \begin{bmatrix} -pxst2 \\ 0 \\ 0 \end{bmatrix} px(k) \quad (3.20)$$

Equations 3.19 and 3.20 are the state space representation of the longitudinal control laws shown in the block diagram in Fig. 3.1. The equations represent the longitudinal control law model which computes the collective stabilator

command, and collective flap commands, given the longitudinal stick and motion feedback inputs.

b. Lateral-Directional System

The procedures outlined above are applied to the Fig. 3.2 to obtain the state space model for the lateral-directional system. (To complete the discussion of the control law model these procedures will be briefly described.) The individual path transfer functions are first obtained by mathematically combining the signals in Fig. 3.2 to give the following equations:

$$\text{Esty}(Z) = -H6(Z)\text{Err}(Z) + H7(Z)\text{Py}(Z) + H8(Z)\text{Pz}(Z) \quad (3.21)$$

$$\text{Eley}(Z) = -H9(Z)\text{Err}(Z) + H10(Z)\text{Py}(z) \quad (3.22)$$

$$\text{Etey}(Z) = -H11(Z)\text{Err}(Z) + H12(Z)\text{Py}(z) \quad (3.23)$$

$$\text{Ea}(z) = -H13(Z)\text{Err}(Z) + H14(Z)\text{Py}(Z) + H15(Z)\text{Pz}(Z) \quad (3.24)$$

$$\begin{aligned} \text{Er}(Z) = & -H16(Z)\text{Eyr}(Z) + H17(Z)\text{Err}(Z) + \\ & H18(Z)\text{Eny}(Z) + H19(Z)\text{Py}(Z) + H20(Z)\text{Pz}(Z) \end{aligned} \quad (3.25)$$

These transfer functions represent the following input/output signal paths, numbered respectfully:

- 6) Roll rate to differential stabilator
- 7) Lateral stick to differential stabilator
- 8) Rudder pedal to differential stabilator
- 9) Roll rate to differential leading edge flap
- 10) Lateral stick to differential leading edge flap
- 11) Roll rate to differential trailing edge flap
- 12) Lateral stick to differential trailing edge flap

- 13) Roll rate to aileron
- 14) Lateral stick to aileron
- 15) Rudder pedal to aileron
- 16) Yaw rate to rudder
- 17) Roll rate to rudder
- 18) Lateral acceleration to rudder
- 19) Lateral stick to rudder
- 20) Rudder pedal to rudder

The expression for each transfer function and corresponding state equation are given in Appendix C. Note that the differential stabilator, ailerons, and rudder contain the transfer functions for the cross axis interconnects (e.g., H8(Z) and H15(Z) represent the rudder to rolling surface interconnect, and H19(Z) represents the rolling surface to rudder interconnect.)

The state equations for the lateral and directional control laws are given as:

$$\begin{bmatrix} \text{esty}(k) \\ \text{eley}(k) \\ \text{etey}(k) \\ \text{ea}(k) \end{bmatrix} = \begin{bmatrix} 0 & -\text{rrst} & 0 \\ 0 & -\text{rrle} & 0 \\ 0 & -\text{rrte} & 0 \\ 0 & -\text{rra} & 0 \end{bmatrix} \begin{bmatrix} \text{eyr}(k) \\ \text{err}(k) \\ \text{eny}(k) \end{bmatrix} + \begin{bmatrix} \text{pyst} & \text{pzst} \\ \text{pyle} & 0 \\ \text{pyte} & 0 \\ \text{pya} & \text{pza} \end{bmatrix} \begin{bmatrix} \text{py}(k) \\ \text{pz}(k) \end{bmatrix} \quad (3.26)$$

for the lateral system; and

$$\begin{bmatrix} \text{x8}(k+1) \\ \text{x9}(k+1) \\ \text{x10}(k+1) \\ \text{x11}(k+1) \\ \text{x12}(k+1) \end{bmatrix} = \begin{bmatrix} \text{Y3D} & & & & \\ & \text{Y3D} & & & \\ & & \text{Y5D} & & \\ & & & \text{Y5D} & \\ & & & & \text{Y5D} \end{bmatrix} \begin{bmatrix} \text{x8}(k) \\ \text{x9}(k) \\ \text{x10}(k) \\ \text{x11}(k) \\ \text{x12}(k) \end{bmatrix}$$

$$\begin{bmatrix} 1 & 0 & 0 \\ 0 & 1 & 0 \\ 0 & 1 & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} \text{eyr}(k) \\ \text{err}(k) \\ \text{eny}(k) \end{bmatrix} + \begin{bmatrix} 0 & 0 \\ 0 & 0 \\ 0 & 0 \\ 1 & 0 \\ 0 & 1 \end{bmatrix} \begin{bmatrix} \text{py}(k) \\ \text{pz}(k) \end{bmatrix} \quad (3.27)$$

$$\text{er}(k) = \begin{bmatrix} -\text{yrr1} & \text{rrr1} & \text{rrr2} & \text{pyr1} & \text{pzc} \end{bmatrix} \begin{bmatrix} x(8) \\ x9(k) \\ x10(k) \\ x11(k) \\ x12(k) \end{bmatrix} +$$

$$\begin{bmatrix} -\text{yrr2} & \text{rrr3} & \text{nyr} \end{bmatrix} \begin{bmatrix} \text{eyr}(k) \\ \text{err}(k) \\ \text{eny}(k) \end{bmatrix} + \begin{bmatrix} \text{pyr2} & \text{pzc2} \end{bmatrix} \begin{bmatrix} \text{py}(k) \\ \text{pz}(k) \end{bmatrix} \quad (3.28)$$

for the directional system. Note that the lateral system is of order zero. No filters were included in the model.

c. Combining the Control Law Models

Equations 3.19 and 3.20, and 3.26 - 3.28 are combined to give the 3-axis control law model.

$$\begin{matrix} & & & & \text{eq}(k) \\ & & & & \text{enz}(k) \\ 12 \times 1 & 12 \times 12 & 12 \times 1 & 12 \times 6 & \text{eaa}(k) & 12 \times 3 & \text{px}(k) \\ X_c(k+1) = & A_c & X_c(k) + & B_fc & \text{eyr}(k) + & B_c & \text{py}(k) \\ & & & & \text{err}(k) & & \text{pz}(k) \\ & & & & \text{eny}(k) & & \end{matrix} \quad (3.29)$$

$$\begin{matrix} \text{estx}(k) & & & & \text{eq}(k) \\ \text{elcx}(k) & & & & \text{enz}(k) \\ \text{etex}(k) & 8 \times 12 & 12 \times 1 & 8 \times 6 & \text{eaa}(k) & 8 \times 3 & \text{px}(k) \\ \text{esty}(k) = & C_c & X_c(k) + & D_fc & \text{eyr}(k) + & B_c & \text{py}(k) \\ \text{eley}(k) & & & & \text{err}(k) & & \text{pz}(k) \\ \text{etey}(k) & & & & \text{eny}(k) & & \\ \text{ea}(k) & & & & & & \\ \text{er}(k) & & & & & & \end{matrix} \quad (3.30)$$

Equations 3.29 and 3.30 are written in terms of the matrix coefficients in Appendix D. These equations are represented

by the discrete state equations in the control law block in Fig. 2.3.

3. Variable Gain Matrix

As a final step in the control law model development, the variable gain matrix is introduced. The command signals which are output from the control laws (Eqns. 3.29 and 3.30) are distributed to the right and left actuators according to the diagram in Fig. 3.3. For the unimpaired aircraft the individual gains in Fig. 3.3 are set to unity. The following matrix gain equation represents the diagram in Fig. 3.3.

$$\begin{array}{c}
 \text{'GAIN'} \\
 \left[\begin{array}{l} \text{estr}(k) \\ \text{estl}(k) \\ \text{eler}(k) \\ \text{elcl}(k) \\ \text{eter}(k) \\ \text{etel}(k) \\ \text{ear}(k) \\ \text{eal}(k) \\ \text{err}(k) \\ \text{erl}(k) \end{array} \right] = \left[\begin{array}{cccccccc} 1 & 0 & 0 & -1 & 0 & 0 & 0 & 0 \\ 1 & 0 & 0 & 1 & 0 & 0 & 0 & 0 \\ 0 & 1 & 0 & 0 & 1 & 0 & 0 & 0 \\ 0 & 1 & 0 & 0 & -1 & 0 & 0 & 0 \\ 0 & 0 & 1 & 0 & 0 & -1 & 0 & 0 \\ 0 & 0 & 1 & 0 & 0 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & -1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 \end{array} \right] \left[\begin{array}{l} \text{estx}(k) \\ \text{elcx}(k) \\ \text{etcx}(k) \\ \text{esty}(k) \\ \text{elcy}(k) \\ \text{etcy}(k) \\ \text{ea}(k) \\ \text{er}(k) \end{array} \right]
 \end{array} \tag{3.31}$$

The matrix gain equation will be recomputed for the impaired aircraft.

B. AIRCRAFT MODEL DEVELOPMENT

A 3-axis control law model has been developed which will operate on the stick and rudder inputs and the motion feedback signals. The model outputs the control signals which are distributed to the aircraft actuators through the variable gain matrix. The next step in building the F/A-18 model

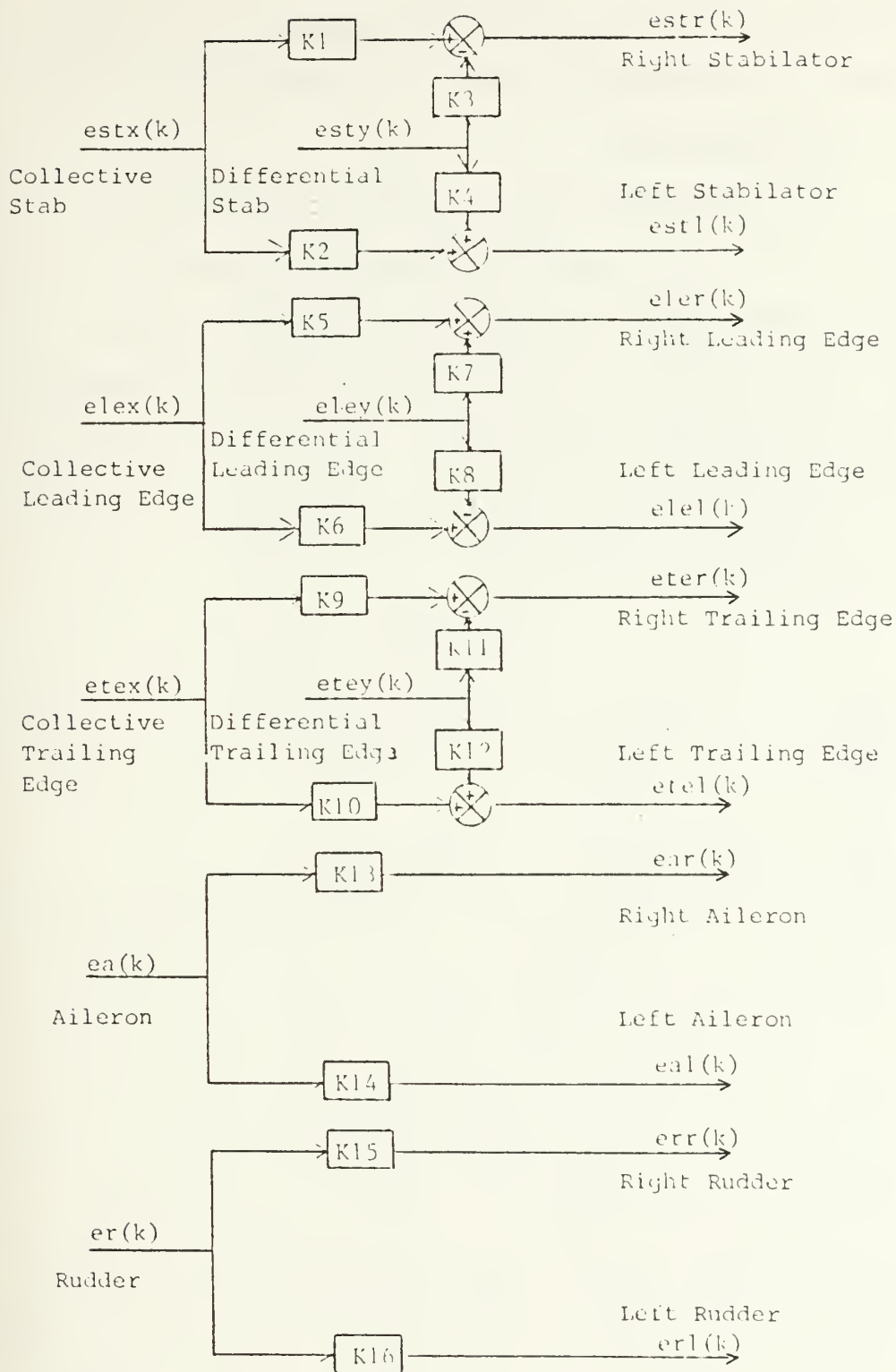


Figure 3.3 Control Law Command Signal Distribution and Gains

is to develop the state variable equations for the airframe, actuators, and sensors.

1. Airframe Model

The airframe model, obtained from the Flight Systems Branch at NATC, is a linearized small perturbation model for both the longitudinal and lateral-directional modes. The dynamic stability and control derivatives were generated from NATC's F/A-18 Simulation Package. The aircraft state for the model is trimmed, unaccelerated 1-g flight. The airframe state equations are given as:

LONGITUDINAL

$$\begin{matrix} \dot{u}(t) \\ \dot{w}(t) \\ \dot{q}(t) \\ \dot{\theta}(t) \end{matrix} = \begin{matrix} 4 \times 4 & & & \\ & F_x & & \\ & & & \\ & & & \end{matrix} \begin{matrix} u(t) \\ w(t) \\ q(t) \\ \theta(t) \end{matrix} + \begin{matrix} 4 \times 3 & & & \\ & G_x & & \\ & & & \\ & & & \end{matrix} \begin{matrix} \dot{d}stx(t) \\ \dot{d}lex(t) \\ \dot{d}tex(t) \\ \end{matrix} \quad (3.32)$$

$$\begin{matrix} \dot{q}(t) \\ \dot{n}z(t) \\ \dot{a}a(t) \end{matrix} = \begin{matrix} 3 \times 4 & & & \\ & H_x & & \\ & & & \\ & & & \end{matrix} \begin{matrix} u(t) \\ w(t) \\ q(t) \\ \theta(t) \end{matrix} + \begin{matrix} 3 \times 3 & & & \\ & D_x & & \\ & & & \\ & & & \end{matrix} \begin{matrix} \dot{d}stx(t) \\ \dot{d}lex(t) \\ \dot{d}tex(t) \\ \end{matrix} \quad (3.33)$$

LATERAL DIRECTIONAL

$$\begin{matrix} \dot{v}(t) \\ \dot{r}(t) \\ \dot{p}(t) \\ \dot{\phi}(t) \end{matrix} = \begin{matrix} 4 \times 4 & & & \\ & F_{yz} & & \\ & & & \\ & & & \end{matrix} \begin{matrix} v(t) \\ r(t) \\ p(t) \\ \phi(t) \end{matrix} + \begin{matrix} 4 \times 5 & & & \\ & G_{yz} & & \\ & & & \\ & & & \end{matrix} \begin{matrix} \dot{d}sty(t) \\ \dot{d}ley(t) \\ \dot{d}tey(t) \\ \dot{d}r(t) \end{matrix} \quad (3.34)$$

$$\begin{matrix} \dot{r}(t) \\ \dot{p}(t) \\ \dot{n}y(t) \\ \dot{\phi}(t) \end{matrix} = \begin{matrix} 3 \times 4 & & & \\ & H_{yz} & & \\ & & & \\ & & & \end{matrix} \begin{matrix} v(t) \\ r(t) \\ p(t) \\ \phi(t) \end{matrix} + \begin{matrix} 3 \times 5 & & & \\ & D_{yz} & & \\ & & & \\ & & & \end{matrix} \begin{matrix} \dot{d}sty(t) \\ \dot{d}ley(t) \\ \dot{d}tey(t) \\ \dot{d}r(t) \end{matrix} \quad (3.35)$$

Airframe variable definitions and units are listed in Table 3.3. The definitions of the stability and control derivatives,

TABLE 3.3

AIRFRAME VARIABLE DEFINITIONS

Notation	Variable	Units
$u(t)$	longitudinal velocity perturbation	ft/s
$w(t)$	perturbed normal velocity	ft/s
$q(t)$	perturbed pitch rate	rad/s
$v(t)$	perturbed lateral velocity	ft/s
$yr(t)$	aircraft perturbed yaw rate	rad/s
$rr(t)$	aircraft perturbed roll rate	rad/s
$thed(t)$	aircraft perturbed pitch angle	rad
$phi(t)$	aircraft perturbed roll angle	"
$dstx(t)$	collective stabilator deflection	"
$dlex(t)$	collective leading edge flap deflection	"
$dtex(t)$	collective trailing edge flap deflection	"
$dsty(t)$	differential stabilator deflection	"
$dley(t)$	differential leading edge deflection	"
$dtey(t)$	differential trailing edge deflection	"
$da(t)$	aileron deflection	"
$dr(t)$	rudder deflection	"
$nz(t)$	normal acceleration	ft/s ²
$aa(t)$	angle of attack	rad
$ny(t)$	lateral acceleration	ft/s ²

and associated units, which make up the matrices in Eqs. 3.32 through 3.35 are given in Appendix E. Note that the units of the perturbation model are not compatible with the actuators or sensors. (The actuator output units are in degrees, and the sensor input units are in degrees/sec, degrees, and G's.) The input and output variables for the perturbation model were scaled in the simulation program to properly interface the models. Combining equations 3.32 - 3.35 gives

$$\begin{array}{l}
\dot{u}(t) \\
\dot{w}(t) \\
\dot{q}(t) \\
\text{thed}(t) \\
\dot{v}(t) \\
r(t) \\
\dot{p}(t) \\
\text{phi}(t)
\end{array}
=
\begin{array}{c}
4 \times 4 \quad | \quad 4 \times 4 \\
F_x \quad | \quad 0 \\
----- \\
4 \times 4 \quad | \quad 4 \times 4 \\
0 \quad | \quad F_{yz}
\end{array}
\begin{array}{l}
u(t) \\
w(t) \\
q(t) \\
\text{thed}(t) \\
v(t) \\
y_r(t) \\
p(t) \\
\text{phi}(t)
\end{array}
+
\begin{array}{c}
4 \times 3 \quad | \quad 4 \times 5 \\
G_x \quad | \quad 0 \\
----- \\
4 \times 3 \quad | \quad 4 \times 5 \\
0 \quad | \quad G_{yz}
\end{array}
\begin{array}{l}
dstx \\
dlex \\
dtex \\
dsty \\
dley \\
dtey \\
da \\
dr
\end{array}
\quad (3.36)$$

$$\begin{array}{l}
q(t) \\
nz(t) \\
aa(t) \\
r(t) \\
p(t) \\
ny(t)
\end{array}
=
\begin{array}{c}
3 \times 4 \quad | \quad 3 \times 4 \\
H_x \quad | \quad 0 \\
----- \\
3 \times 4 \quad | \quad 3 \times 4 \\
0 \quad | \quad H_{yz}
\end{array}
\begin{array}{l}
u(t) \\
w(t) \\
q(t) \\
\text{thed}(t) \\
v(t) \\
r(t) \\
rr(t) \\
\text{phi}(t)
\end{array}
+
\begin{array}{c}
3 \times 3 \quad | \quad 3 \times 5 \\
D_x \quad | \quad 0 \\
----- \\
3 \times 3 \quad | \quad 3 \times 5 \\
0 \quad | \quad D_{yz}
\end{array}
\begin{array}{l}
dstx \\
dlex \\
dtex \\
dsty \\
dley \\
dtey \\
da \\
dr
\end{array}
\quad (3.37)$$

To study reconfigurable flight controls the aircraft model should be capable of using the full set of control surfaces available to produce the required forces and moments. To achieve this the control surfaces are split into independent right and left hand complements (i.e., right elevator, left elevator, etc.). The equations are then coupled so that a complement of control surfaces used either collectively, differentially, or as a single side, will produce the appropriate moments. For example the stabilators deflected collectively will produce a pitching moment, deflected differentially will produce primarily a rolling moment, and a single side deflected will produce, to some degree, moments about all three axes.

The F/A-18 airframe modeled in equations 3.36 and 3.37 inherently offers control coupling through the stabilator, leading edge flap, and trailing edge flap surfaces.

Additional longitudinal coupling could be achieved with the ailerons and rudders. At the time this thesis was written control derivatives were not available on the longitudinal effects of the ailerons or rudders. (The rudder is capable of toe-in or flare-out and will effect the longitudinal response of the aircraft. This feature is normally used during takeoff and landing.)

To split the control surface deflections into right and left hand complements, the following equations are used which compute the deflection inputs to Eqs. 3.36 and 3.37. (Also refer to Fig. 2.2 which shows the control surface positions and corresponding positive deflections.)

LONGITUDINAL DEFLECTIONS

$$dstx = (dstl + dstr) / 2$$

$$dlex = (dlel + dler) / 2$$

$$dtex = (dtel + dter) / 2$$

LATERAL-DIRECTIONAL DEFLECTIONS

$$dsty = dstl - dstr$$

$$dley = -dlel + dler$$

$$dtey = dtel - dter$$

$$da = (drl + drr) / 2$$

$$dr = (dal + dar) / 2$$

Where r and l correspond to right and left surfaces. These equations are rewritten in the following matrix format:

'LONG' distribution matrix

$$\begin{bmatrix} \text{dstx} \\ \text{dlex} \\ \text{dtex} \end{bmatrix} = \begin{bmatrix} .5 & .5 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & .5 & .5 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & .5 & .5 & 0 & 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} \text{dstr} \\ \text{dstl} \\ \text{dler} \\ \text{dlel} \\ \text{dter} \\ \text{dtel} \\ \text{dar} \\ \text{dal} \\ \text{drr} \\ \text{drl} \end{bmatrix} \quad (3.38)$$

'LATD' distribution matrix

$$\begin{bmatrix} \text{dsty} \\ \text{dley} \\ \text{dtey} \\ \text{da} \\ \text{dr} \end{bmatrix} = \begin{bmatrix} -1 & 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 1 & -1 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & -1 & 1 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & -1 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & .5 & .5 \end{bmatrix} \begin{bmatrix} \text{dstr} \\ \text{dstl} \\ \text{dler} \\ \text{dlel} \\ \text{dter} \\ \text{dtel} \\ \text{dar} \\ \text{dal} \\ \text{drr} \\ \text{drl} \end{bmatrix} \quad (3.39)$$

Note these equations are for the unimpaired aircraft only!
 Damage to one or more of the control surfaces will change the LONG and LATD matrices directly.

Replacing the input vectors in Eqs. 3.36 and 3.37 with the r.h.s. of equations 3.38 and 3.39 gives the following modified airframe equations:

$$\begin{array}{rcc}
 & F_m & G_m \\
 \begin{array}{l} \dot{u}(t) \\ \dot{w}(t) \\ \dot{q}(t) \\ \text{thed}(t) \\ \dot{v}(t) \\ \dot{r}(t) \\ \dot{p}(t) \\ \text{phi}(t) \end{array} & = \begin{array}{c} \begin{array}{c|c} 4 \times 4 & 4 \times 4 \\ F_x & 0 \end{array} & \begin{array}{c} u(t) \\ w(t) \\ q(t) \\ \text{thed}(t) \\ v(t) \\ y_r(t) \\ r_r(t) \\ \text{phi}(t) \end{array} \\
 \end{array} + \begin{array}{c} \begin{array}{cc} 4 \times 3 & 3 \times 10 \\ G_x & \text{LONG} \end{array} \\ \begin{array}{cc} 4 \times 5 & 5 \times 10 \\ G_{yz} & \text{LATD} \end{array} \\
 \begin{array}{l} \text{dstr} \\ \text{dstl} \\ \text{dler} \\ \text{dlel} \\ \text{dter} \\ \text{dtel} \\ \text{dar} \\ \text{dal} \\ \text{drr} \\ \text{drl} \end{array}
 \end{array} \quad (3.40)$$

$$\begin{array}{rcccl}
& & H_m & & D_m & & d_{str} \\
& & & u(t) & & & d_{st1} \\
q(t) & & 3 \times 4 & | & 3 \times 4 & w(t) & 3 \times 3 & 3 \times 10 & d_{ler} \\
nz(t) & & H_x & | & 0 & q(t) & D_x & LONG & d_{le1} \\
aa(t) = & & \text{-----} & & \text{-----} & \text{thed}(t) & + & & d_{ter} \\
yr(t) & & 3 \times 4 & | & 3 \times 4 & v(t) & 3 \times 5 & 5 \times 10 & d_{te1} \\
rr(t) & & 0 & | & H_{yz} & yr(t) & D_{yz} & LATD & d_{ar} \\
ny(t) & & & & & rr(t) & & & d_{al} \\
& & & & & phi(t) & & & d_{rr} \\
& & & & & & & & d_{rl}
\end{array} \tag{3.41}$$

The names of the individual matrices appear above the equations.

2. Actuator Model

Transfer functions for the flight control actuators were given in Reference 3 and are listed in Appendix F. These transfer functions are low order approximations of the more complicated actuator models presented in Reference 3. The models were used in the F/A-18 rigid body stability analysis described in Reference 3, and approximate the frequency characteristics of the higher order models out to 5 hz.

To incorporate the actuators into the modified airframe model, the transfer functions are first put into state variable form. This procedure is outlined in Appendix F. The following equations represent the actuator state variable model:

$$\begin{array}{rcccl}
24 \times 1 & 24 \times 24 & 24 \times 1 & 24 \times 10 & 10 \times 1 \\
\dot{X}_a(t) = F_a X_a(t) & + & G_a E_a(t) & &
\end{array} \tag{3.42}$$

$$\begin{array}{rcccl}
10 \times 1 & 12 \times 24 & 24 \times 1 \\
D(t) = H_a & X_a(t) & & &
\end{array} \tag{3.43}$$

where,

$$Ea(t)^T = [estr(t) \ estl(t) \ eler(t) \ elel(t) \ eter(t) \ etel(t) \\ ear(t) \ eal(t) \ err(t) \ erl(t)]$$

and,

$$D(t)^T = [dstr(t) \ dstl(t) \ dler(t) \ dlel(t) \ dter(t) \ dtel(t) \\ dar(t) \ dal(t) \ drr(t) \ drl(t)]$$

The input vector, $Ea(t)$, represents the input signal in degrees from the control laws, via the GAIN matrix. The output vector, $D(t)$, represents the right and left control surface deflections in degrees. Equations 3.40 - 3.43 are combined to give the following equations of the airframe plus actuator model:

$$\begin{array}{c} \begin{array}{c} 8x1 \\ \dot{X}_m(t) \end{array} \\ \hline \begin{array}{c} 24x1 \\ \dot{X}_a(t) \end{array} \end{array} = \begin{array}{c} \begin{array}{c} 8x8 \\ F_m \end{array} \quad \left| \quad \begin{array}{cc} 8x10 & 10x24 \\ G_m & H_a \end{array} \right. \\ \hline \begin{array}{c} 24x8 \\ 0 \end{array} \quad \left| \quad \begin{array}{c} 24x24 \\ F_a \end{array} \right. \end{array} \begin{array}{c} \begin{array}{c} X_p(t) \\ X_m(t) \\ X_a(t) \end{array} \\ \hline \end{array} + \begin{array}{c} \begin{array}{c} 8x10 \\ 0 \end{array} \quad \begin{array}{c} 10x1 \\ E_a(t) \end{array} \\ \hline \begin{array}{c} 24x10 \\ G_a \end{array} \end{array} \quad (3.44)$$

$$\begin{array}{c} q(t) \\ nz(t) \\ aa(t) \\ yr(t) \\ rr(t) \\ ny(t) \end{array} = \begin{array}{c} \begin{array}{c} 6x8 \\ H_m \end{array} \quad \left| \quad \begin{array}{cc} 6x12 & 12x24 \\ D_m & H_a \end{array} \right. \\ \hline \end{array} \begin{array}{c} \begin{array}{c} X_p(t) \\ X_m(t) \\ X_a(t) \end{array} \\ \hline \end{array} \quad (3.45)$$

As before the names of the matrices appear above the equations. The airframe plus actuator model inputs the command signals to the actuators, and outputs aircraft motion. Since the control surface deflections in the perturbation model are in radians, it was necessary to scale the Hm and Dm matrices to interface with the actuator model which outputs deflections in degrees. This is done in the simulation program.

3. Sensor Model

In the final step of the development of the aircraft model, the state variable model for the aircraft sensors is incorporated into the airframe plus actuator model. The sensor transfer functions are given in Appendix G. In state variable form the sensor equations are given as:

$$\begin{matrix} 11 \times 1 \\ \dot{X}_s(t) \end{matrix} = \begin{matrix} 11 \times 11 \\ F_s \end{matrix} \begin{matrix} 11 \times 1 \\ X_s(t) \end{matrix} + \begin{matrix} 11 \times 6 \\ G_s \end{matrix} \begin{matrix} q(t) \\ nz(t) \\ aa(t) \\ r(t) \\ p(t) \\ ny(t) \end{matrix} \quad (3.46)$$

$$\begin{matrix} eq(t) \\ enz(t) \\ eaa(t) \\ eyr(t) \\ err(t) \\ eny(t) \end{matrix} = \begin{matrix} 6 \times 11 \\ H_s \end{matrix} \begin{matrix} 11 \times 1 \\ X_s(t) \end{matrix} \quad (3.47)$$

The sensor model inputs the aircraft motion variables in degrees/second, degrees, or G's, and outputs the corresponding signals to the control laws in the same units. Combining Eqs. 3.44 - 3.47 gives the following model of airframe plus actuators plus sensors:

$$\begin{array}{r}
 \begin{array}{c} 32 \times 1 \\ X_p(t) \end{array} \\
 \hline
 \begin{array}{c} 11 \times 1 \\ X_s(t) \end{array}
 \end{array}
 =
 \begin{array}{c}
 \begin{array}{c} \text{Fps} \\ 32 \times 32 \\ \text{FP} \end{array} \left| \begin{array}{c} 32 \times 11 \\ 0 \end{array} \right. \\
 \hline
 \begin{array}{c} 11 \times 6 \quad 6 \times 32 \\ \text{Gs} \quad \text{Hp} \end{array} \left| \begin{array}{c} 11 \times 11 \\ \text{Fp} \end{array} \right.
 \end{array}
 \begin{array}{c}
 \begin{array}{c} X_{ps}(t) \\ 32 \times 1 \\ X_p(t) \end{array} \\
 \hline
 \begin{array}{c} 11 \times 1 \\ X_s(t) \end{array}
 \end{array}
 +
 \begin{array}{c}
 \begin{array}{c} \text{Gps} \\ 32 \times 10 \\ \text{Gp} \end{array} \begin{array}{c} 10 \times 1 \\ \text{Ea}(t) \end{array} \\
 \hline
 \begin{array}{c} 11 \times 10 \\ 0 \end{array}
 \end{array}
 \quad (3.48)$$

$$\begin{array}{c}
 \text{eq}(t) \\
 \text{enz}(t) \\
 \text{eaa}(t) \\
 \text{eyr}(t) \\
 \text{err}(t) \\
 \text{eny}(t)
 \end{array}
 =
 \begin{array}{c}
 \begin{array}{c} \text{Hps} \\ 6 \times 32 \\ 0 \end{array} \left| \begin{array}{c} 6 \times 11 \\ \text{Hs} \end{array} \right. \\
 \hline
 \begin{array}{c} 32 \times 1 \\ X_p(t) \\ \text{-----} \\ 11 \times 1 \\ X_s(t) \end{array}
 \end{array}
 \quad (3.49)$$

The aircraft model inputs the actuator signals from the control laws via the GAIN matrix and outputs the motion signals from the sensors which are sent to the control law equations.

C. ASSEMBLING THE OVERALL SYSTEM MODEL

A mathematical model for each component in the control system shown in Fig. 2.3 has now been developed. Before the individual components of the model can be assembled, the discrete state equations for aircraft model (Eqs. 3.48 and 3.49) must be computed. Performing this operation the discrete state equations for the aircraft are given as:

$$\begin{array}{c} 43 \times 1 \\ X_{ps}(k+1) \end{array}
 =
 \begin{array}{c} 43 \times 43 \\ \text{Aps} \end{array}
 \begin{array}{c} 43 \times 1 \\ X_{ps}(k) \end{array}
 +
 \begin{array}{c} 43 \times 10 \quad 10 \times 1 \\ \text{Bps} \quad \text{Ea}(k) \end{array}
 \quad (3.50)$$

$$\begin{array}{c} 6 \times 1 \\ \text{Es}(k) \end{array}
 =
 \begin{array}{c} 6 \times 44 \\ \text{Hps} \end{array}
 \begin{array}{c} 43 \times 1 \\ X_{ps}(k) \end{array}
 \quad (3.51)$$

Where

$$X_{ps}(k)^t = [X_m(k) | X_a(k) | X_s(k)]$$

$$E_a(k)^t = [est_r(k) \ est_l(k) \ eler(k) \ elel(k) \ eter(k) \ etel(k) \\ ear(k) \ eal(k) \ err(k) \ erl(k)]$$

$$E_s(k)^t = [eq(k) \ enz(k) \ eaa(h) \ eyr(k) \ err(k) \ eny(k)]$$

The A_{ps} and B_{ps} discrete matrices are computed as follows:

$$A_{ps} = e^{F_{ps} * t_s} \quad (3.52)$$

$$B_{ps} = \int_0^{t_s} e^{F_{ps} * s} ds \ X \ G_{ps} \quad (3.53)$$

Where t_s represents the system sampling time.

The GAIN matrix is now introduced to interface the discrete aircraft equations with the control law equations. Replacing the input vector, $E_a(k)$, in the aircraft equation with the r.h.s. of the GAIN equation (Eq. 3.31) gives the following:

$$\begin{matrix} 43 \times 1 & 43 \times 43 & 43 \times 1 & + & 43 \times 10 & 10 \times 8 & 8 \times 1 \\ X_{ps}(k+1) & = & A_{ps} & X_{ps}(k) & + & B_{ps} & GAIN & E_c(k) \end{matrix} \quad (3.52)$$

$$\begin{matrix} 6 \times 1 & 6 \times 44 & 43 \times 1 \\ E_s(k) & = & H_{ps} & X_{ps}(k) \end{matrix} \quad (3.53)$$

For convenience the control law equations are repeated below:

$$\begin{matrix} 12 \times 1 & 12 \times 12 & 12 \times 1 & + & 12 \times 6 & 6 \times 1 & + & 12 \times 3 & 3 \times 1 \\ X_c(k+1) & = & A_c & X_c(k) & + & B_{fc} & E_s(k) & + & B_c & P(k) \end{matrix} \quad (3.29)$$

$$\begin{matrix} 8 \times 1 & 8 \times 12 & 12 \times 1 & + & 8 \times 6 & 6 \times 1 & + & 8 \times 3 & 3 \times 1 \\ E_c(k) & = & C_c & X_c(k) & + & D_{fc} & E_s(k) & + & D_c & P(k) \end{matrix} \quad (3.30)$$

Where:

$$X_c(k)^t = [X_x(k) | X_z(k)]$$

$$E_s(k)^t = [e_q(h) \ e_nz(k) \ e_{aa}(h) \ e_{yr}(k) \ e_{rr}(k) \ e_{ny}(k)]$$

$$P(k)^t = [p_x(k) \ p_y(k) \ p_z(k)]$$

$$E_c(k)^t = [e_{stx}(k) \ e_{lex}(k) \ e_{tex}(k) \ e_{sty}(k) \ e_{ley}(k) \ e_{tey}(k) \\ e_a(k) \ e_r(k)]$$

Equations 3.52, 3.53, 3.29, and 3.30 are now combined to give the following matrix equation:

$$\begin{array}{c} \begin{array}{c} 43 \times 1 \\ X_{ps}(k+1) \end{array} \\ \hline \begin{array}{c} 12 \times 1 \\ X_c(k+1) \end{array} \end{array} = \begin{array}{c} \begin{array}{c} 43 \times 43 \quad 43 \times 10 \quad 10 \times 8 \quad 8 \times 6 \quad 6 \times 43 \\ A_{ps} + B_{ps} \quad GAIN \quad D_{fc} \quad H_{ps} \end{array} \\ \hline \begin{array}{c} 12 \times 6 \quad 6 \times 43 \\ B_{fc} \quad H_{ps} \end{array} \end{array} \begin{array}{c} | \\ | \\ | \end{array} \begin{array}{c} \begin{array}{c} 43 \times 10 \quad 10 \times 8 \quad 8 \times 12 \quad 43 \times 1 \\ B_{ps} \quad GAIN \quad C_c \quad X_{ps}(k) \end{array} \\ \hline \begin{array}{c} 12 \times 12 \\ A_c \end{array} \\ \hline \begin{array}{c} 12 \times 1 \\ X_c(k) \end{array} \end{array} \\ + \begin{array}{c} \begin{array}{c} 43 \times 10 \quad 10 \times 8 \quad 8 \times 3 \\ B_{ps} \quad GAIN \quad D_c \end{array} \\ \hline \begin{array}{c} 12 \times 3 \\ B_c \end{array} \end{array} \begin{array}{c} | \\ | \\ | \end{array} \begin{array}{c} p_x(k) \\ p_y(k) \\ p_z(k) \end{array} \quad (3.54)$$

$$\begin{array}{c} \begin{array}{c} 6 \times 1 \\ E_s(k) \end{array} \\ \hline \begin{array}{c} 8 \times 1 \\ E_c(k) \end{array} \end{array} = \begin{array}{c} \begin{array}{c} 6 \times 43 \\ H_{ps} \end{array} \\ \hline \begin{array}{c} 8 \times 6 \quad 6 \times 43 \\ D_{fc} \quad H_{ps} \end{array} \end{array} \begin{array}{c} | \\ | \\ | \end{array} \begin{array}{c} \begin{array}{c} 6 \times 12 \quad 43 \times 1 \\ 0 \quad X_{ps}(k) \end{array} \\ \hline \begin{array}{c} 8 \times 12 \quad 12 \times 1 \\ C_c \quad X_c(k) \end{array} \end{array} + \begin{array}{c} \begin{array}{c} 6 \times 3 \\ 0 \end{array} \\ \hline \begin{array}{c} 8 \times 3 \\ D_c \end{array} \end{array} \begin{array}{c} | \\ | \\ | \end{array} \begin{array}{c} p_x(k) \\ p_y(k) \\ p_z(k) \end{array} \quad (3.55)$$

These equations model the dynamic response of the F/A-18 system shown in Figure 2.3.

D. MODELING EFFECTOR IMPAIRMENT

Effector impairment is divided into four groups termed 'effector impairment classes' (EIC) [Ref. 1]. Figure 3.4, copied from Reference 1, defines the EIC's and indicates

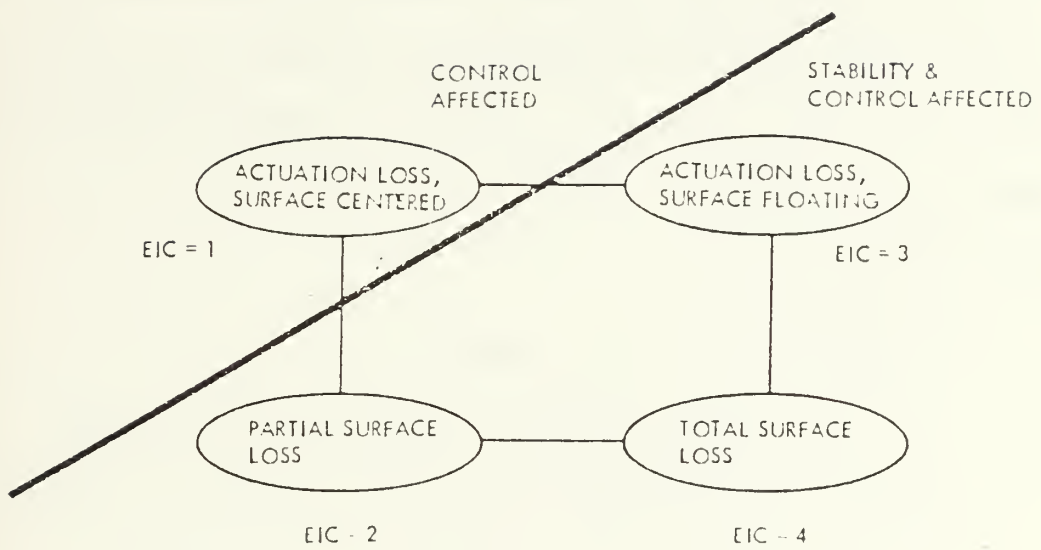


Figure 3.4 Effector Impairment Classes

their affect on aircraft stability and control. As shown in Fig. 3.4, effector impairment class one is unique in that only aircraft control is affected. The remaining impairment classes affect aircraft stability as well as control. A self repairing control system must be capable of detecting and classifying effector damage to compute the proper reconfiguration gains.

For the case of EIC=1, one or more of the aircraft control derivatives will be altered. In the F/A-18 model developed above this is reflected in the LONG and LATD matrices (Eqs. 3.38 and 3.39). For example if the right stabilator is impaired the elements LONG(1,1) and LATD(1,1) would be set to zero:

LONG

0	.5	0	0	0	0	0	0	0	0
0	0	.5	.5	0	0	0	0	0	0
0	0	0	0	.5	.5	0	0	0	0

LATD

0	1	0	0	0	0	0	0	0	0
0	0	1	-1	0	0	0	0	0	0
0	0	0	0	-1	1	0	0	0	0
0	0	0	0	0	0	-1	1	0	0
0	0	0	0	0	0	0	0	.5	.5

Compare the above matrices with Eqs. 3.38 and 3.39 for the undamaged aircraft. Note that the damaged system will now produce a lateral input for a given longitudinal command and

vice versa. For the model developed in this thesis, only class one effector impairments are considered.

E. CONCLUSION

In this chapter the mathematical models for each component in the block diagram of Fig. 2.3 were developed. The individual models were then assembled to form the complete model of the F/A-18 dynamical system. Next the simulation program is developed to compute the model matrices in Eqs. 3.54 and 3.55, and compute the response of the system to stick and rudder inputs.

IV. PROGRAM DEVELOPMENT AND MODEL VALIDATION

A. INTRODUCTION

To validate the F/A-18 system model a computer program was written to compose the model matrices in Eqs. 3.54 and 3.55, and compute the system response to stick and rudder inputs. In addition the program simulates an actuation loss of the right or left stabilator. The program was written in VS Fortran on the IBM 3033 computer at the Naval Postgraduate School. The program is organized to offer flexibility for future development and modification.

B. PROGRAM STRUCTURE

The program may be divided into four major operations:

- 1) Data input
- 2) Air data computations
- 3) Composition of the system matrices
- 4) System response computation

The operations are performed by a series of subroutines as shown in the flow diagram in Fig. 4.1. In Fig. 4.1 the solid lines indicate control flow, and the dotted lines indicate data flow. The subroutines perform the steps outlined in Chapter II to compose the system matrices and compute the response. A functional description of each subroutine shown in Fig. 4.1 and associated variables is given in Appendix H. Existing subroutines at NPS were used to perform the required matrix manipulations [Ref. 5]. These subroutines are also defined in Appendix H.

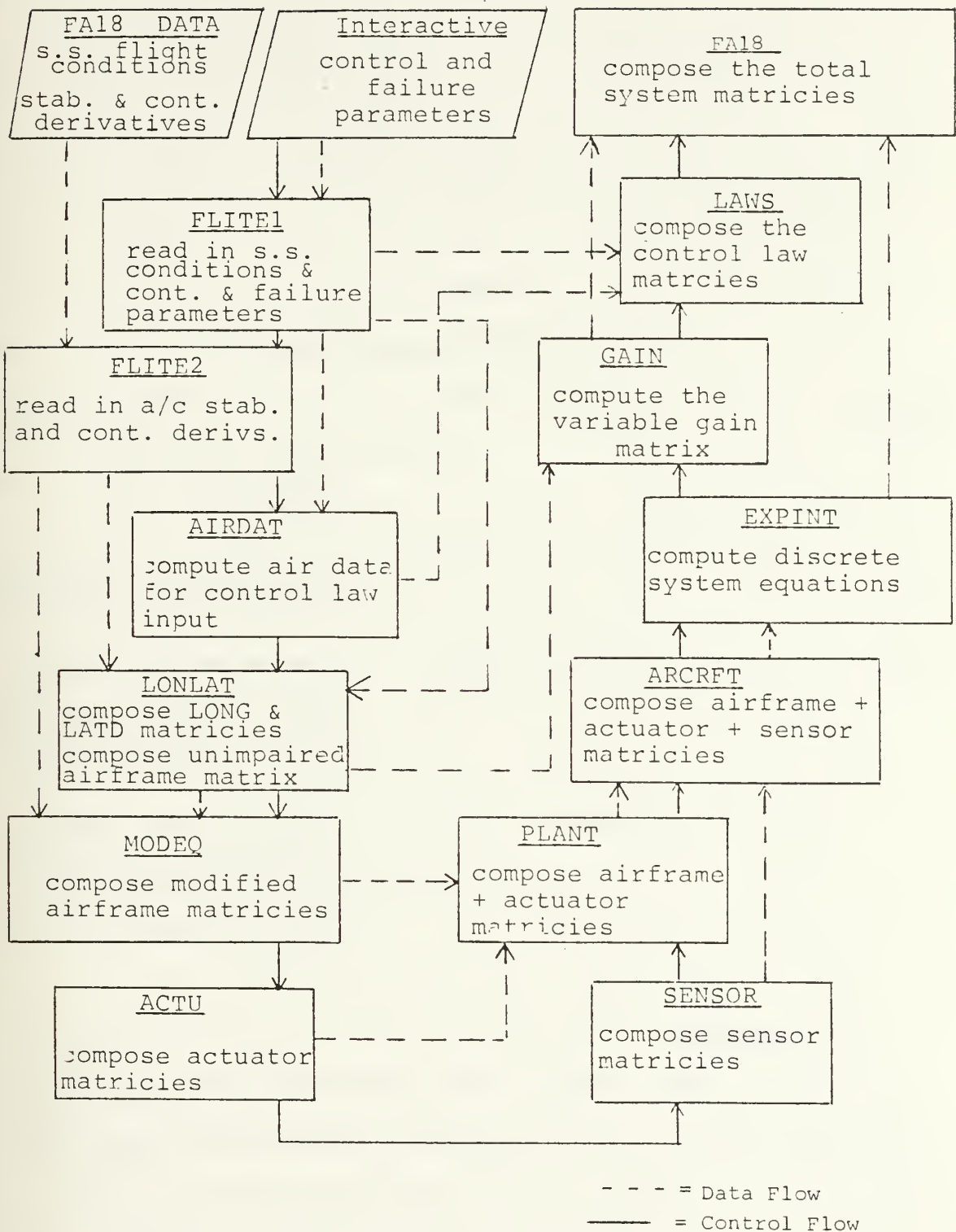


Figure 4.1 Simulation Program Flow Diagram

Execution of the program is controlled by the 'F18' Exec program. The Exec defines the input and output data files as shown in Table 4.1. No user options are provided to define data input/output files. The result of each subroutine computation is written to the FA18 RESULT file, and can be viewed by the user after program execution. A copy of the Exec program is given in Appendix I.

TABLE 4.1
INPUT/OUTPUT FILE DEFINITIONS

Record Number	Device	File Name	Type	Use
01	Disk	FA18	DATA	Contains the FA18 program input data
02	Disk	FA18	RESULT	Contains the result of the operations performed by each subroutine
03	Disk	OPTMATD	DATA	Contains FA18 system matrices (Eqs. 3.54 and 3.55) formatted for the control system design package at NPS.
04	Disk	OPTPLOT	DATA	Contains the system response data computed by the FA18 program formatted for the interactive plotting program at NPS.

1. Data Input

Subroutines 'FLITE1' and 'FLITE2' perform the data input operations. All data is read from the FA18 data file except the control and failure parameters which are input interactively.

'FLITE1' reads in the aircraft steady state flight conditions and control and failure parameters. As indicated in Fig. 4.1 the flight conditions are read from the FA18 DATA file. The control and failure parameters are read in interactively. This allows the user to conveniently run the program for various control inputs and control surface failures. 'FLITE2' reads in the basic airframe stability and control derivatives from the FA18 DATA file. The stability and control derivatives are arranged in the matrix format shown in Eqs. 3.33 - 3.36, and in Appendix E.

2. Air Data Computations

Prior to composing the system matrices, air data computations are performed by subroutine 'AIRDAT'. The subroutine computes the air data inputs to the control law functions using the standard atmosphere equations [Ref. 6]. The program does not include the logic to compute atmospheric conditions above the gradient (troposphere) region. Therefore the computations are valid only up to 36,000 feet.

3. Composing the System Matrices

As seen in Fig. 4.1 the system matrices are composed by ten subroutine operations. The operations and associated equations in Chapter III are as follows:

- 1) Compose the LONG and LATD matrices Eqs. 3.38 & 3.39
- 2) Compose the modified airframe matrices Eqs. 3.40 & 3.41
- 3) Compose the actuator matrices Eqs. 3.42 & 3.43

- 4) Compose the sensor matrices Eqs. 3.46 & 3.47
- 5) Compose the airframe plus actuator matrices Eqs. 3.44 & 3.45
- 6) Compose the airframe plus actuator sensor matrices Eqs. 3.48 & 3.49
- 7) Compute the discrete system matrices Eqs. 3.50 & 3.51
- 8) Compose the GAIN matrix Eqs. 3.31
- 9) Compose the control law matrices Eqs. 3.29 & 3.30
- 10) Compose the total system matrices Eqs. 3.54 & 3.55

The basic component matrices are composed by first generating a null matrix of proper dimensions, and then assigning the coefficient values to the proper elements. These matrices include:

- 1) LONG and LATD
- 2) Actuator
- 3) Sensor
- 4) Control law
- 5) GAIN

The coefficient values to actuator and sensor models are written into the program as constants; they are not contained on a separate data file. The coefficients in the LONG, LATD, control law, and GAIN matrices are first computed, then assigned to the appropriate matrix element.

The LONG and LATD matrices are composed by subroutine 'LONLAT'. As explained in Section III.C these matrices reflect control surface damage for one of the four control surface impairment classes. In the present program only

class one effector impairments are simulated. For EIC=1 the appropriate control surface coefficients in the 'LONG' and 'LATD' matrices are set to zero. 'LONLAT' contains the logic to impair the right or left stabilator. 'LONLAT' also composes the unimpaired airframe control matrix, G_{m0} . This matrix will be used to compute the impaired gain matrix in subroutine 'VGAIN'.

The control law matrices are composed by subroutine 'LAWS'. The subroutine may be divided into four operations:

- 1) Compute function gains
- 2) Compute the filter coefficients
- 3) Compute the matrix coefficients
- 4) Assign coefficients to the control law matrices as in Eqs. D.1 & D.2.

The gains are computed according to the function definitions given in Appendix A. The functions use the air data computed in 'AIRDAT', steady state AOA, and normal acceleration to compute the gains. All functions are programmed exactly as shown in Appendix A except for the following non-linear functions:

Function 20	Longitudinal stick gradient
Function 1	Lateral stick gradient
Function 14	Rudder pedal gradient
Function 42	RSRI non-linear gradient

These functions were programmed using the linear terms of a Taylor Series Expansion about the origin. Some of the functions computed in the program are not used in the control law model. They are provided for user information on system performance. These functions are:

Function 24	Trailing edge flap schedule
Function 25	Trailing edge flap schedule qc limit
Function 27	Leading edge flap schedule
Function 29	Leading edge flap schedule ri limit
Function 37	Nz limit on AOA feedback
Function 41	Rolling surface limit schedule
Function 112	Lateral acceleration gain
Function 113	Lateral acceleration gain

The filter coefficients were computed using the procedures outlined in Appendix B to transform the analog filters into digital filters. The control law coefficients were computed using the procedures outlined in Appendix C for transforming the control path transfer functions into state variable form. The function and coefficient values are output to the FA18 RESULT file.

Subroutine 'VGAIN' composes the GAIN matrix based on control effector impairment. For the unimpaired system the GAIN matrix appears as in Eq. 3.31. The subroutine is designed to implement the reconfiguration algorithm described in Reference 1.

Prior to composing the total system matrices the discrete form of the continuous system matrices must be computed. This is done by subroutine 'EXPINT' [Ref. 5]. 'EXPINT' computes the matrix exponential,

$$e^{Fps*ts}$$

and the integral,

$$\int_0^{ts} e^{Fps*s} ds$$

The discrete system equations are then computed as:

$$A_{ps} = e^{F_{ps} * t_s}$$

and

$$B_{ps} = \int_0^{t_s} e^{F_{ps} * s} ds \times G_{ps}$$

The A_{ps} and B_{ps} matrices are written to the OPTMATD DATA file. The data file is formatted for the control system design package at NPS.

4. Response Computations

System response is computed for the recursive equation

$$\begin{matrix} 55 \times 1 & 55 \times 55 & 55 \times 1 & 55 \times 3 & 3 \times 1 \\ X(k+1) = & AF18 & X(k) + & BF18 & U(k) \end{matrix}$$

The response is computed for 500 data points. The AF18 and BF18 matrices are defined in Eq. 3.54. The state and input vectors are defined as:

$$X(k)^t = [X_m(k) \mid X_a(k) \mid X_s(k) \mid X_c(k)]$$

$$U(k)^t = [p_x \ p_y \ p_z]$$

Response data for all 55 states is written into the OPTPLOT DATA file which is formatted for the interactive plotting routines at NPS. The variables contained in the state vector which are relevant to the user for viewing are:

x1 = u	x7 = p	x21 = dter
x2 = w	x8 = phi	x23 = dtel
x3 = q	x9 = dstr	x25 = dar
x4 = thed	x13 = dstl	x27 = dal
x5 = v	x17 = dler	x29 = drr
x6 = r	x19 = dlel	x31 = drl

The output equation (Eq. 3.55) was not programmed.

C. PROGRAM TESTING AND MODEL VALIDATION

To test the simulation program, four sets of runs were made for the following control inputs:

- 1) Positive longitudinal stick, no failure
- 2) Positive longitudinal stick, right stabilator failed
- 3) Positive lateral stick, no failures
- 4) Positive rudder pedal, no failures

All deflections were .1 inch step inputs of 3 second duration. All runs were made at .6 mach/10000 feet. The sampling rate was set to 80 hz. (Additional runs were made at 40 hz sampling rates with no noticable difference in the output response.) Aircraft steady state data, including the stability and control derivatives, are given in Appendix J. The FA18 RESULTS file, including the function and control matrix coefficient values, is given in Appendix K.

The model was verified for:

- 1) Correct direction of motion of control surfaces and corresponding aircraft motion.
- 2) Expected aircraft response for a right stabilator failure.
- 3) Proper augmented aircraft motion.

Reference 7 contains response plots for the aircraft for similar flight conditions. These plots were used to verify the model for the proper augmented motion. Some of the plots were reproduced for the thesis and are given in Appendix L. The control inputs used in Reference 7 are slightly different than those used for thesis model. Some comparisons however can still be made. All response plots for the thesis model are given in Appendix M.

The aircraft response to a positive longitudinal input for a no failure condition is shown in Figs. M-1 - M.3. The motion of the right stabilator, and leading and trailing edge flaps compare favorably to the McDonnell model response shown in Fig. L.1. In the thesis model the right stabilator initially travels -2.5 degrees. After a .5 second transient period the stabilator continues to -3.6 degrees in 3 seconds. The corresponding McDonnell response shows an initial travel of -2.2 degrees. After the .5 second transient period the stabilator continues to -1.8 degrees in 3 seconds. The major difference between the two responses is the stabilator rate, the thesis model being slightly greater than the McDonnell model. (Possible explanations for the discrepancies in the model are given below.)

The leading and trailing edge flaps, driven by angle of attacks feedback, deflect approximately 7.5 degrees in 3.4 seconds as shown in Figs. M.1 and M.2. The corresponding McDonnell response show the leading and trailing edge flaps

to deflect approximately 4 degrees in 3.5 seconds. (Note the initial conditions of the flaps show Fig. L.1 are not zero as in Figs. M.1 and M.2.) Aircraft pitch rate and pitch angle response for the thesis model are shown in Figs. M.2 and M.3. The thesis model achieved a maximum pitch rate of 8 degrees/second compared to 4 degrees/second for the McDonnell model. Also the McDonnell model achieved a constant pitch rate in 2.5 seconds. The thesis model achieved a 2.5 degree pitch attitude in 5 seconds compared to 15 degrees shown in Fig. 1.1. The increased travel of the stabilator shown in Fig. M.1 (compare Fig. L.1) may explain the discrepancies in the pitch and flap responses.

Figure M.4 shows the response of the aircraft with the right stabilator failed. Note the decrease in pitch rate and pitch angle magnitudes. Figure M.4 shows a negative roll rate which is to be expected for a right stabilator failure. Reference 7 did not give aircraft response for control surface failures.

Aircraft response to a positive lateral stick input is shown in Figs. M.5 - M.8. The motion of the stabilator, aileron, and trailing edge flap compare favorably to the McDonnell response shown in Fig. L.2. The aileron in the thesis model achieves a steady state deflection of 1.1 degrees in .5 seconds. The McDonnell response shows a steady state deflection of 1.6 degrees in .5 seconds. The thesis model stabilator (Fig. M.5) deflects 0.45 degrees in 0.5

seconds, the corresponding McDonnell response shows a 0.6 degree deflection in 0.5 seconds. The trailing edge flap in Fig. M.6 deflects 0.4 degrees in 0.3 seconds which compares favorably to the response shown in Fig. L.2. (Leading edge differential flaps are not used at the flight conditions tested. Function 93, which sets the gain on the leading edge flap path, is computed as zero.) The rudder response (Fig. M.6) shows an initial negative deflection which is expected for coordinating a right turn. The magnitude of the deflections for the two models is approximately the same, however the thesis response is slightly more oscillatory than the McDonnell response. The aircraft roll rate, yaw rate, and bank angle response are shown in Figs. M.7 and M.8. Again only slight discrepancies exist between the two models.

The aircraft response to a positive rudder pedal input is shown in Figs. M.9 and M.10. The corresponding McDonnell response is shown in Fig. L.3. Comparison of the two models shows the shape of the responses to be approximately the same. However the magnitudes in the thesis model are very much less than the McDonnell model. For example the rudder achieves a maximum deflection of 0.07 degrees as shown in Fig. M.9. Compare this to a 1.5 degree deflection for the McDonnell model shown in Fig. L.3. The response of the differential aileron and stabilator for the thesis model (Figs. M.9 and M.10) is essentially zero. This is expected since the rudder to rolling surface interconnect gain,

function 39, is computed as zero for low angle of attack. (See Appendix A, function 39.) It is unknown why the ailerons and stabilators respond as shown in Fig. L.3. Possibly the response shown in Fig. L.3 is based on a different flight control program than that used in the thesis model.

Possible explanations for the discrepancies in the response between the two aircraft models are:

- 1) Improper derivation of the simplified control law model based on the assumptions and procedures given in Chapters I and II.
- 2) Programming discrepancies resulting in erroneous computations.
- 3) Errors in the aircraft linear small perturbation model.
- 4) Differences between the modeling techniques used in Reference 7 and in this thesis. (The MCAIR model included all aerodynamic and control system nonlinearities, as well as the effects due to digital time delay and quantization.)
- 5) The McDonnell model response made available to the author may be based on a slightly different flight program than used in the thesis model.

The author investigated each of the items listed above. It is felt the assumptions used in developing the control law model are correct given the available information on the F/A-18 control system. The simplifying assumptions used in developing the model may account for some of the differences. The program code was thoroughly reviewed and revealed no discrepancies. It is assumed however that this item remains a possible source of error. Two possible sources of error exist with respect to the aircraft perturbation model:

- 1) The coefficients in the NATC small perturbation model are computed with respect to the aircraft body axes (see Appendix E). This may effect the magnitude of the motion variables which are fed back to the control laws.
- 2) The aircraft model developed in Reference 7 considers the offset position of the accelerometers from the aircraft center of gravity. It has not been determined if this effect is considered in the NATC perturbation model.

Further investigation into these possibilities should be conducted.

IV. CONCLUSIONS AND RECOMMENDATIONS

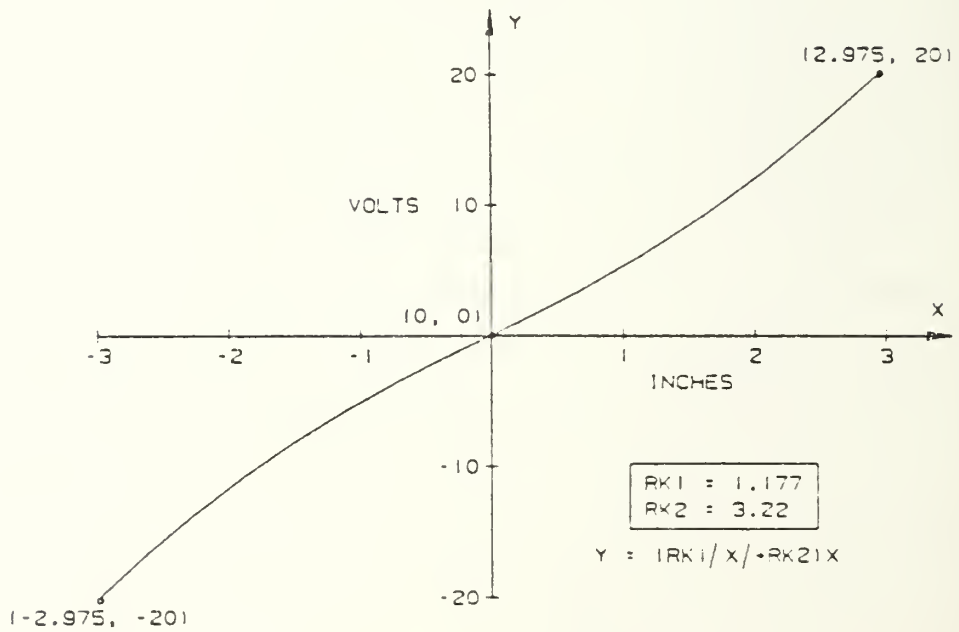
A mathematical model was developed which simulates the dynamic response of the F/A-18 aircraft. The model is designed to implement the reconfiguration gain matrix for the study of reconfigurable control systems. A program was written which composes the discrete time state variable matrices of the aircraft, and computes the response to stick and rudder inputs. The program also simulates the actuation loss of the right and left stabilators. Response plots of the thesis model were displayed and compared to the aircraft model developed in Reference 7. Possible sources of error were discussed, and it is recommended that further investigation into each of these areas be conducted.

It is also recommended that the NATC program which computes the stability and control derivatives be acquired by the Aeronautical Engineering Department at the Naval Post-graduate School, to be made an integral part of this program. This would expand the ability of the program to simulate the

response of the aircraft for any flight condition, and various degrees of control surface damage.

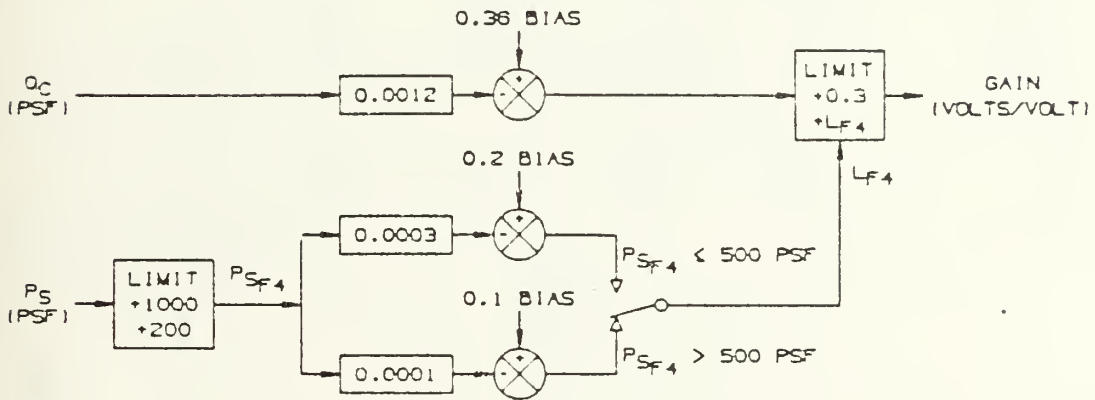
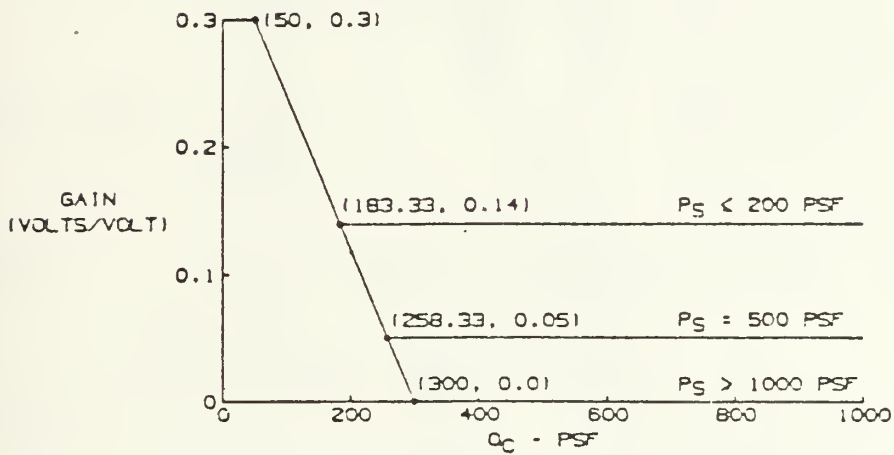
APPENDIX A
FUNCTION MATHEMATICAL DESCRIPTIONS

FUNCTION 1
LATERAL STICK GRADIENT
AUTO FLAP UP



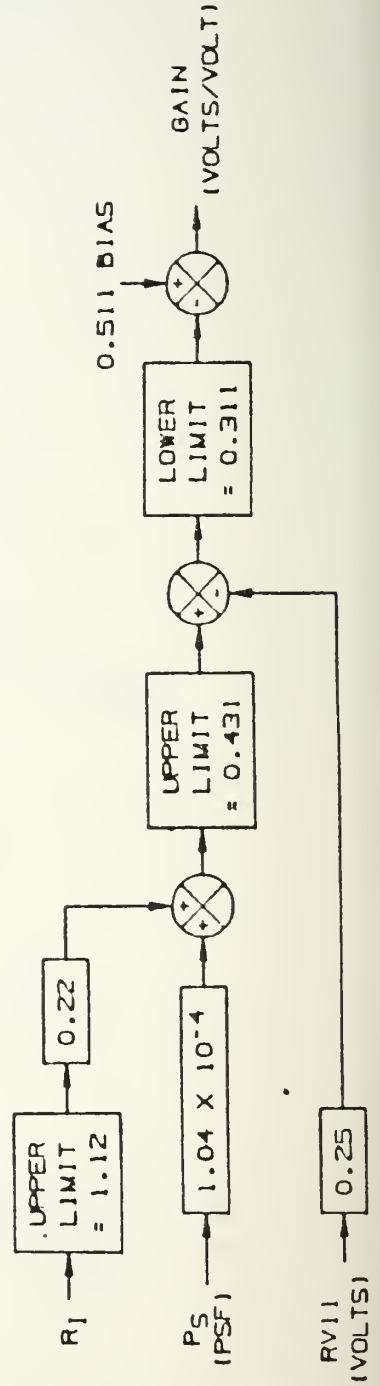
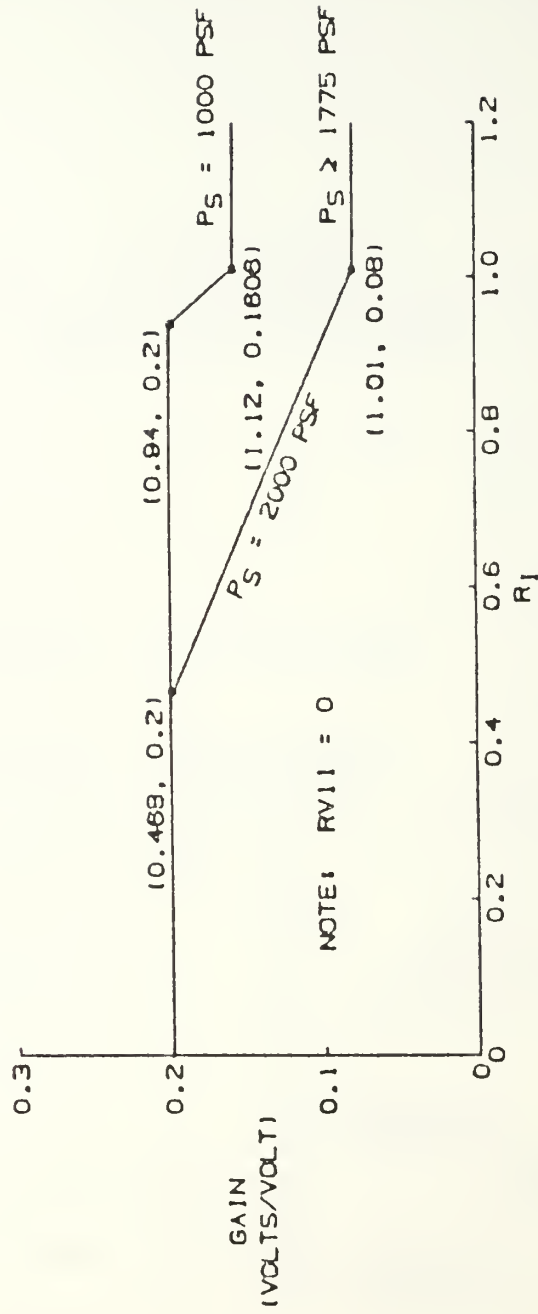
FUNCTION 4

ROLL RATE FEEDBACK GAIN SCHEDULE AUTO FLAP UP (Q_C, P_S)



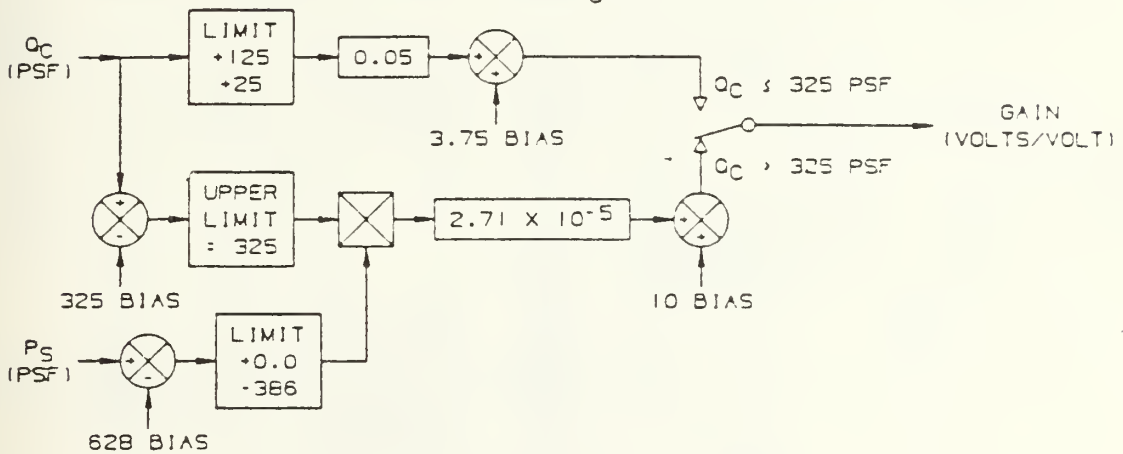
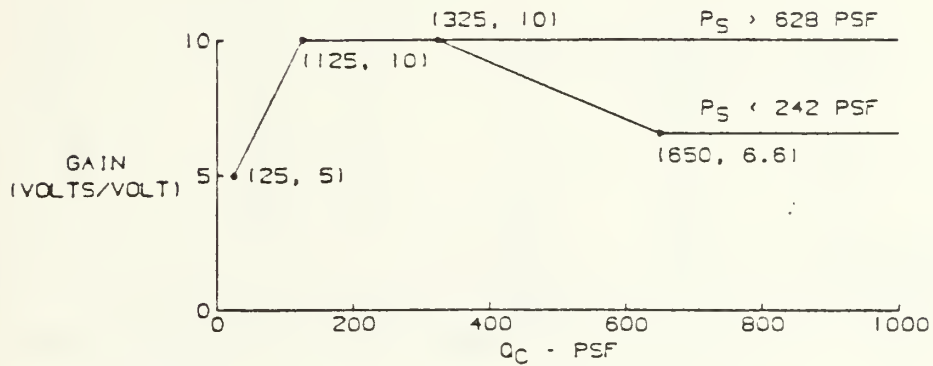
FUNCTION 6

DIFFERENTIAL STABILATOR GAIN SCHEDULE AUTO FLAP UP (R₁, P_S, RV11)



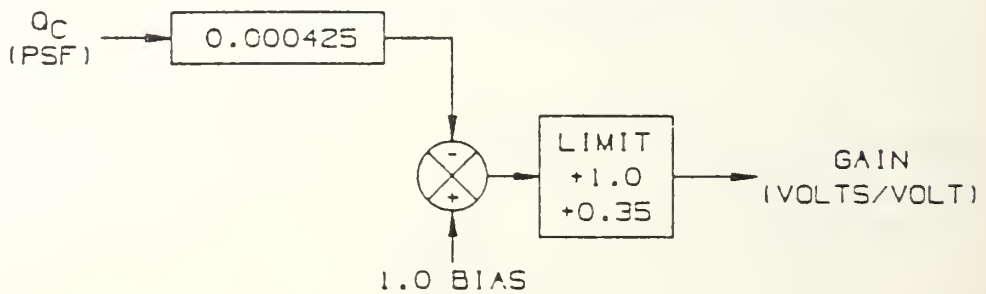
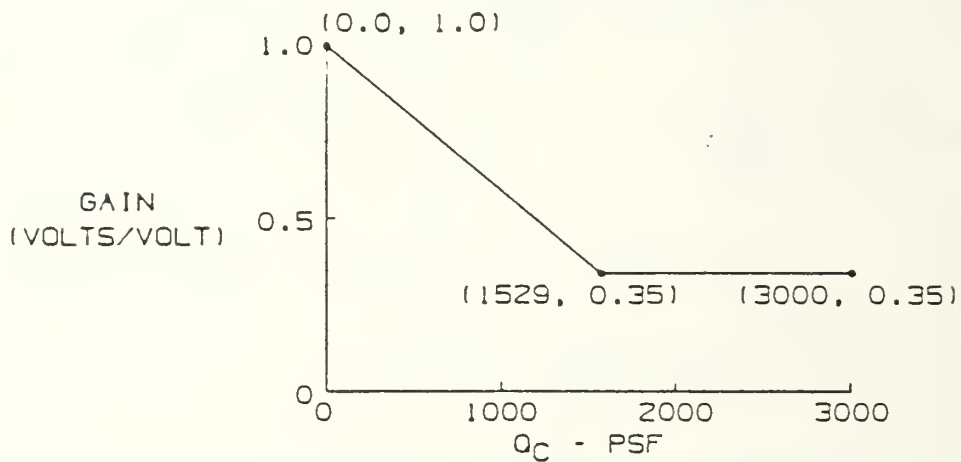
FUNCTION 7

LATERAL COMMAND GAIN SCHEDULE AUTO FLAP UP (Q_C , P_S)



FUNCTION 10

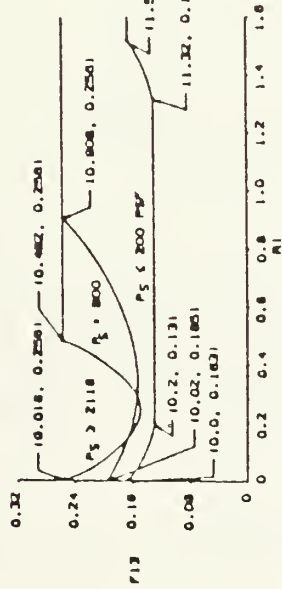
RUDDER COMMAND GAIN AUTO FLAP UP (Q_C)



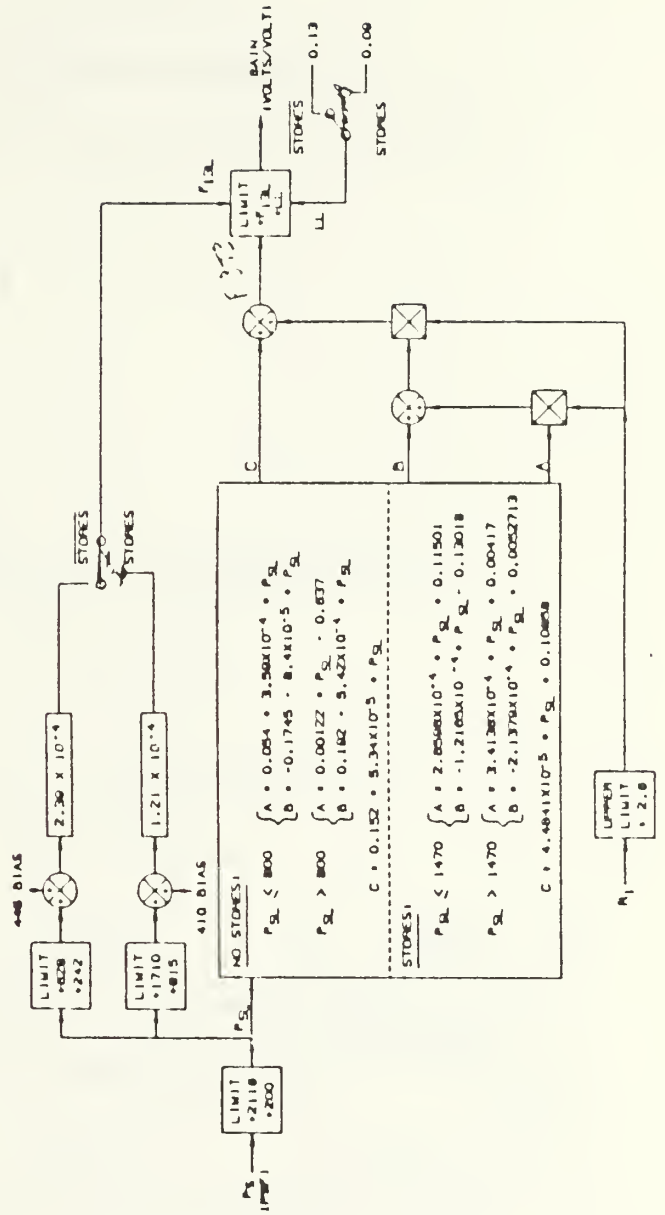
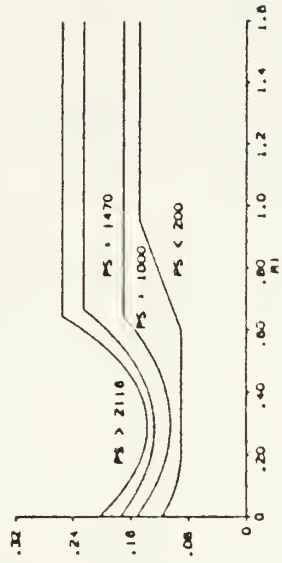
FUNCTION 13

LATERAL COMMAND GAIN SCHEDULE
 AUTO FLAP UP (R₁, P_S, STORES)

FUNCTION 13 VS. R₁
 LATERAL COMMAND GAIN - NO STORES

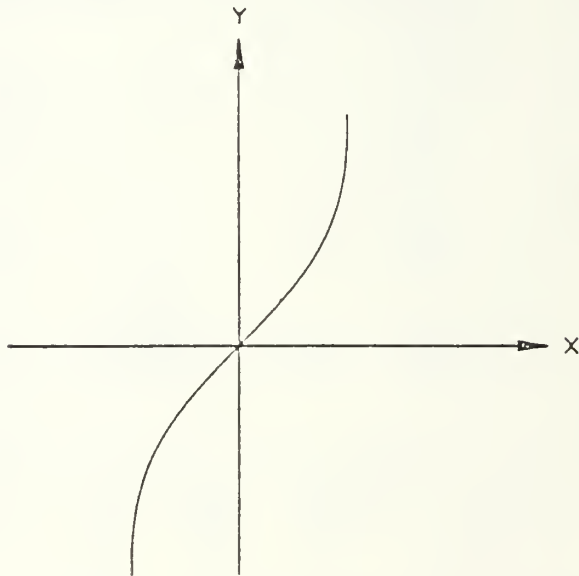


FUNCTION 13 VS. R₁
 LATERAL COMMAND GAIN - STORES



FUNCTION 14

RUDDER PEDAL GRADIENT

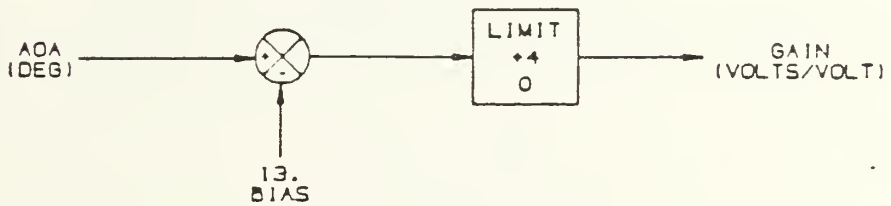
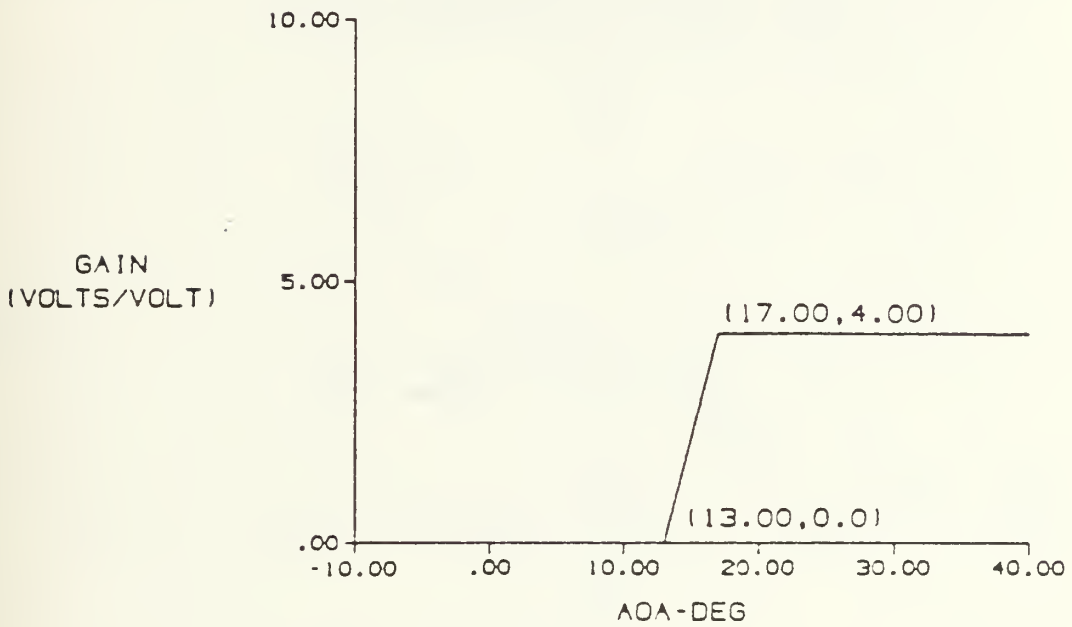


$$Y = (YK9/X) + YK10IX$$

MODE	YK9	YK10
YCAS AND SPIN AND AFU	0.00072 X (FUNCTION 10)	0.234 X (FUNCTION 10)
YDEL AND SPIN	0.0017	0.138
SPIN	0.00144	0.468
YCAS AND SPIN AND AFU	0.00072	0.234

FUNCTION 17

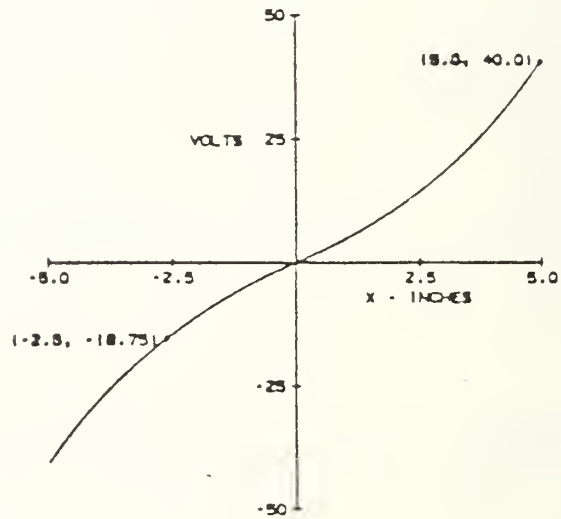
RUDDER PEDAL COMMAND GAIN INCREMENT
AUTO FLAP UP (AOA)



FUNCTION 20

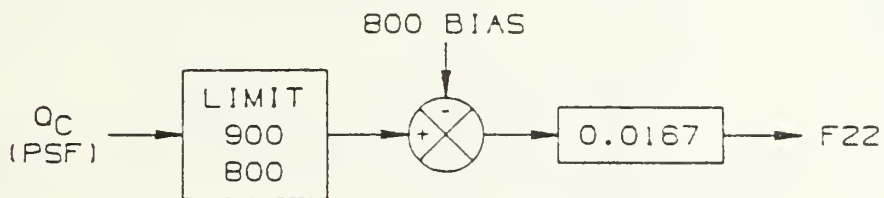
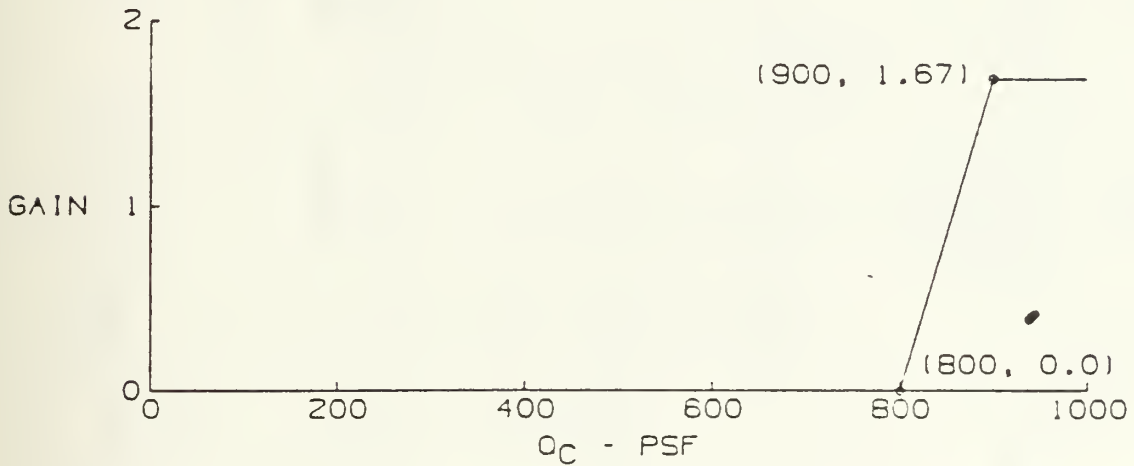
LONGITUDINAL STICK GRADIENT

$$F20 = X(7.0 + 0.2|X|)$$



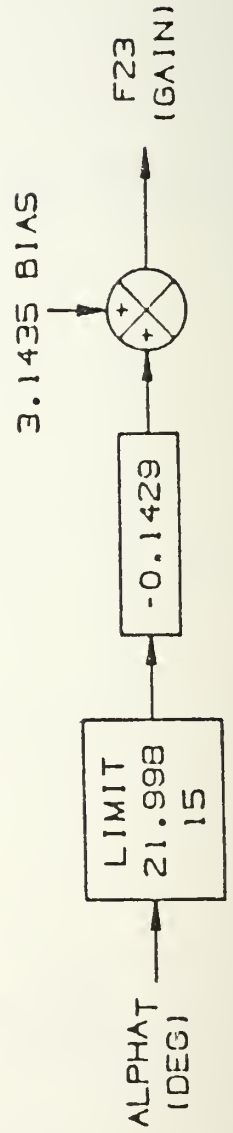
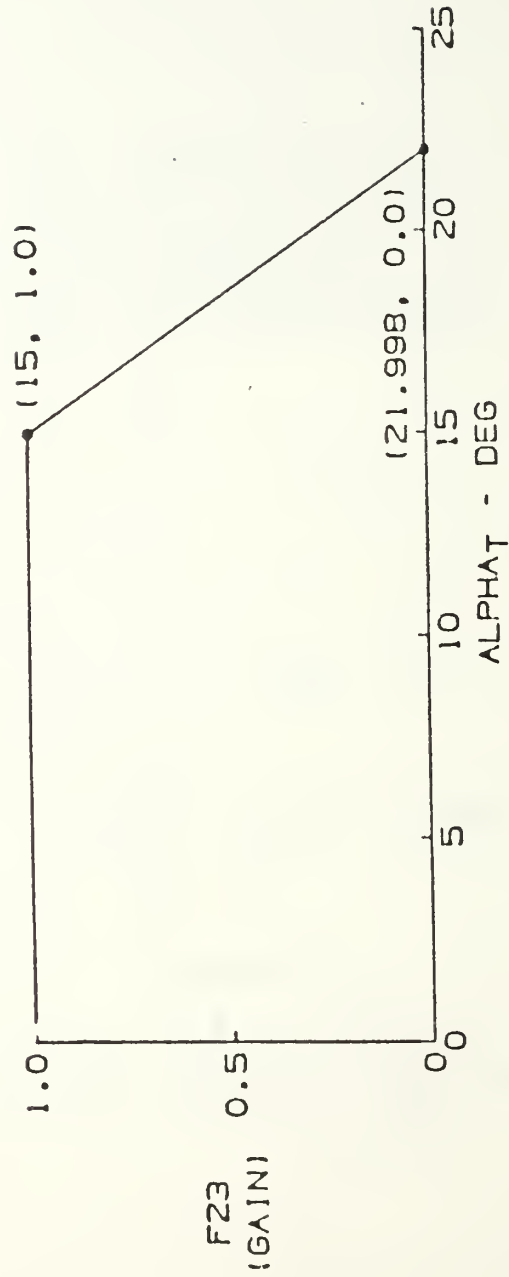
FUNCTION 22

FADER ON THE SUPERSONIC COMPENSATION
AUTO FLAP UP (Q_C)



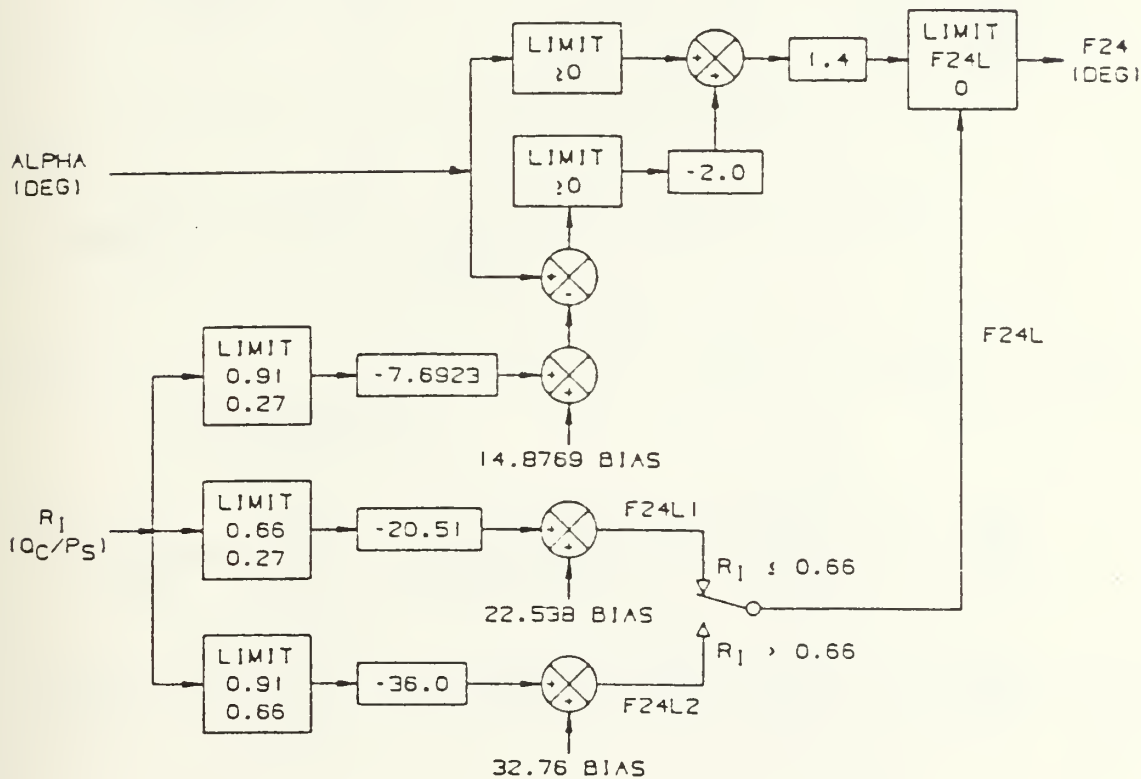
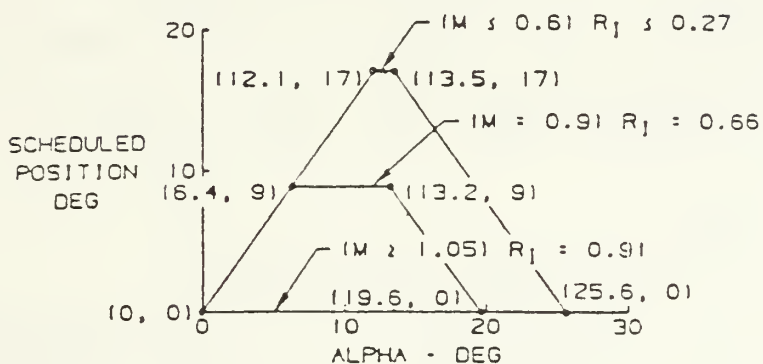
FUNCTION 23

STALL MARGIN GAIN ON PITCH
FORWARD LOOP INTEGRATOR
(AOA)



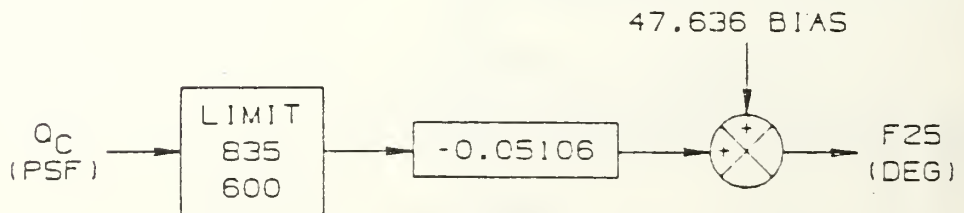
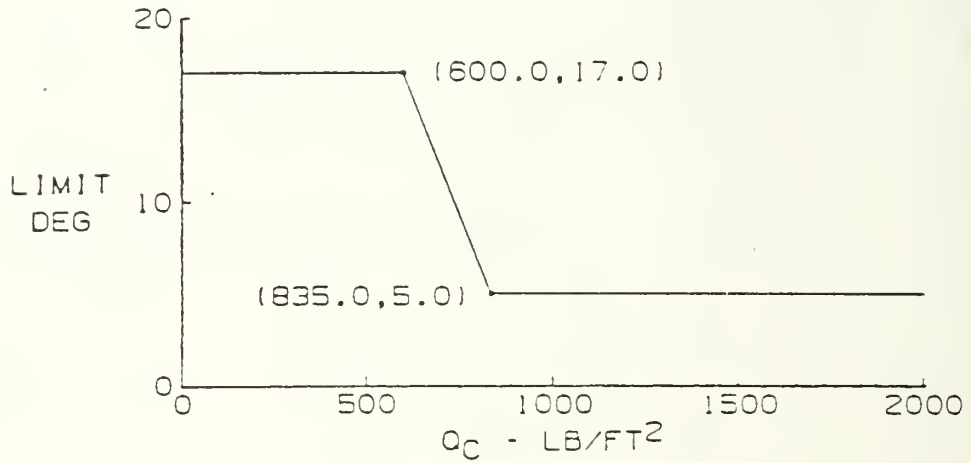
FUNCTION 24

TRAILING EDGE FLAP SCHEDULE AUTO FLAP UP (AOA, R_1)



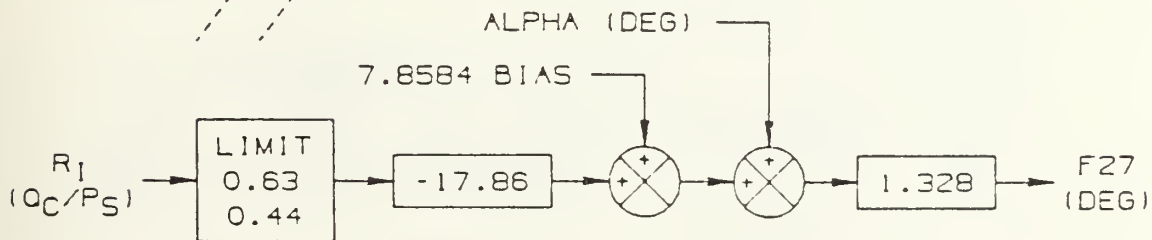
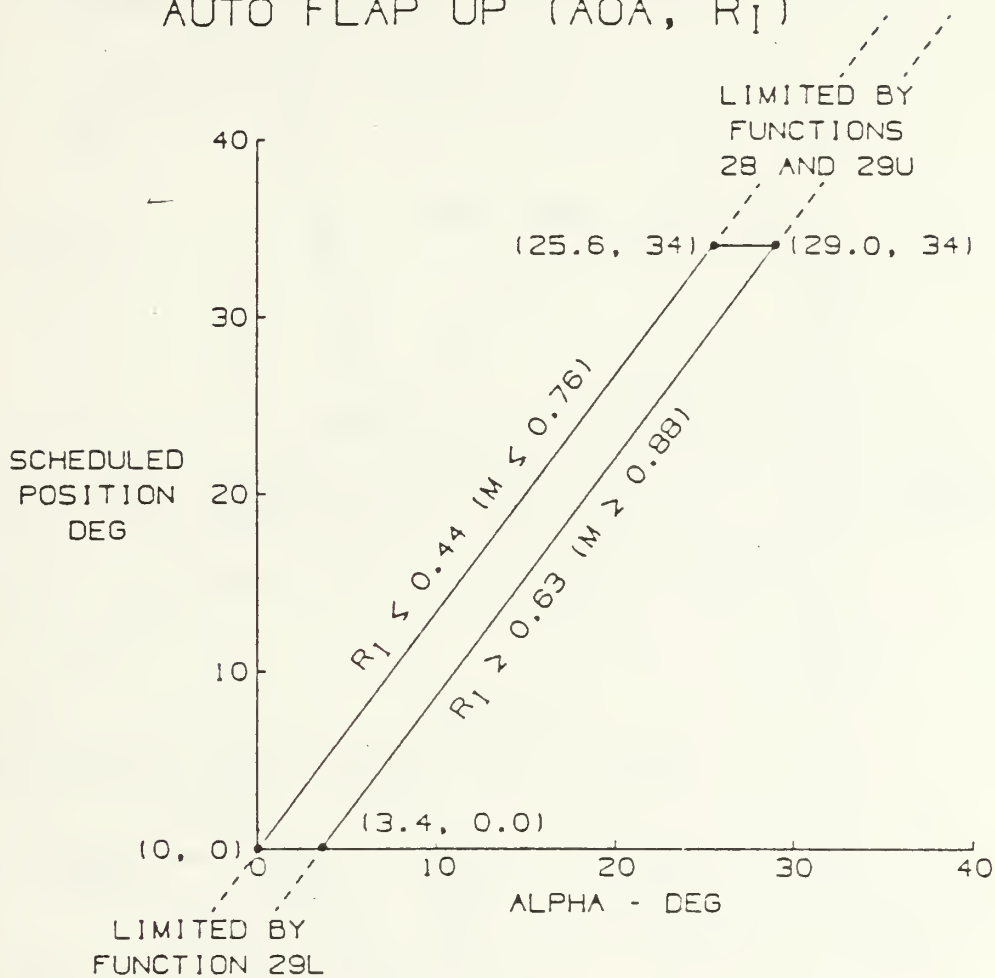
FUNCTION 25

TRAILING EDGE FLAP SCHEDULE
AUTO FLAP UP (Q_C LIMIT)



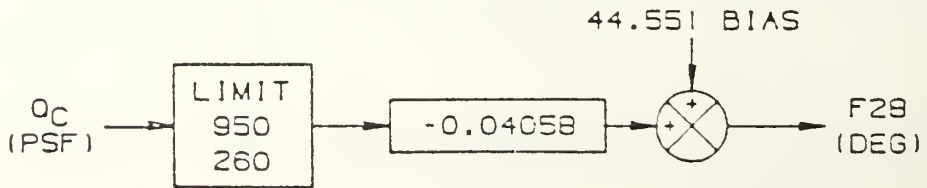
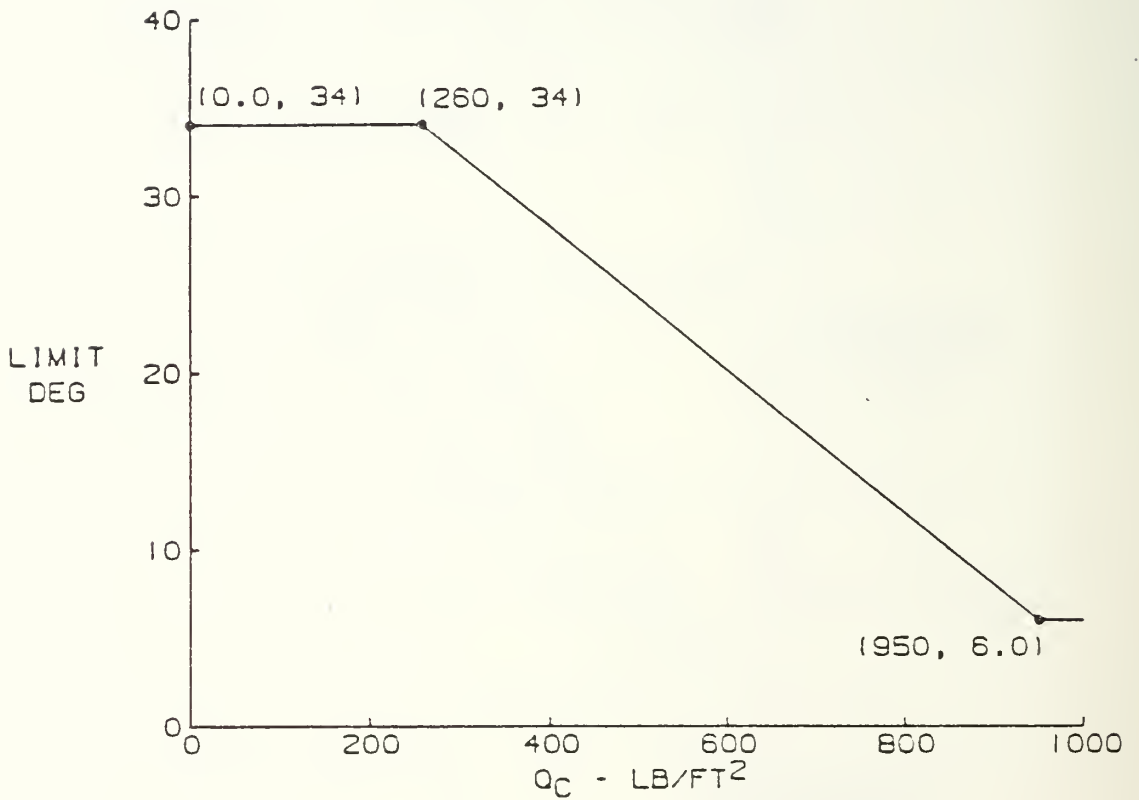
FUNCTION 27

LEADING EDGE FLAP SCHEDULE AUTO FLAP UP (AOA, R_1)



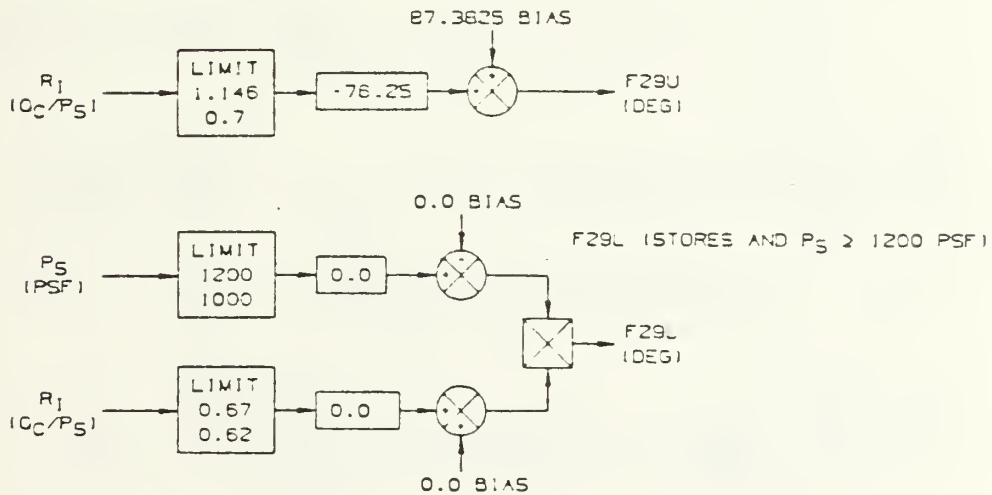
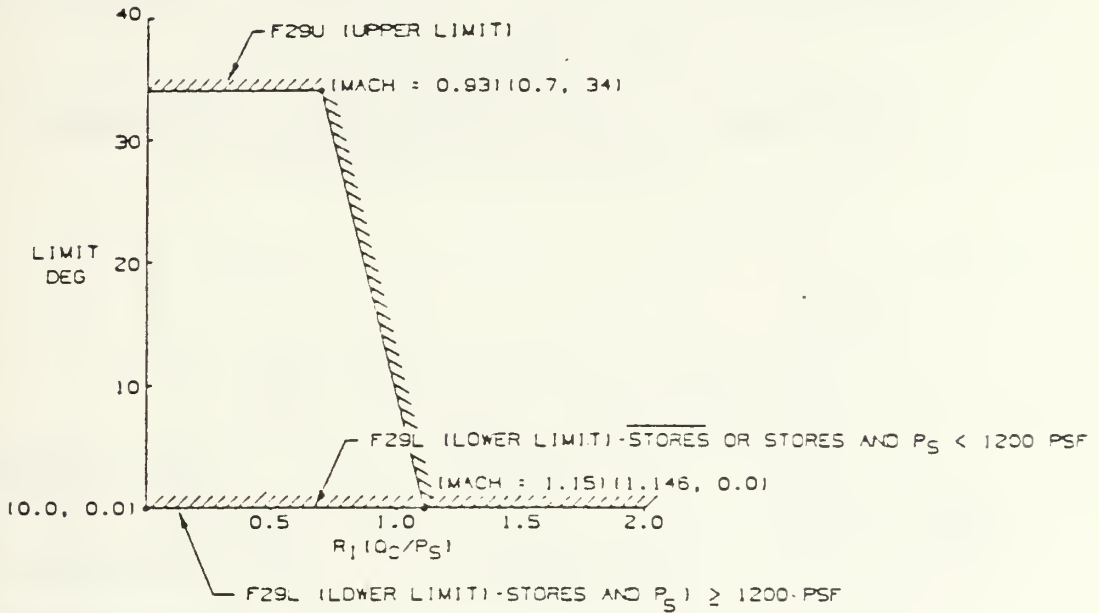
FUNCTION 28

LEADING EDGE FLAP SCHEDULE AUTO FLAP UP (Q_C LIMIT)



FUNCTION 29

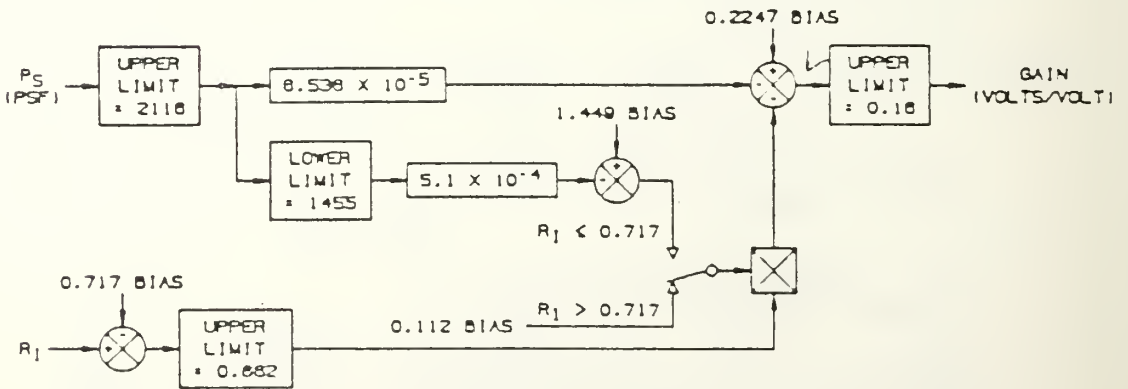
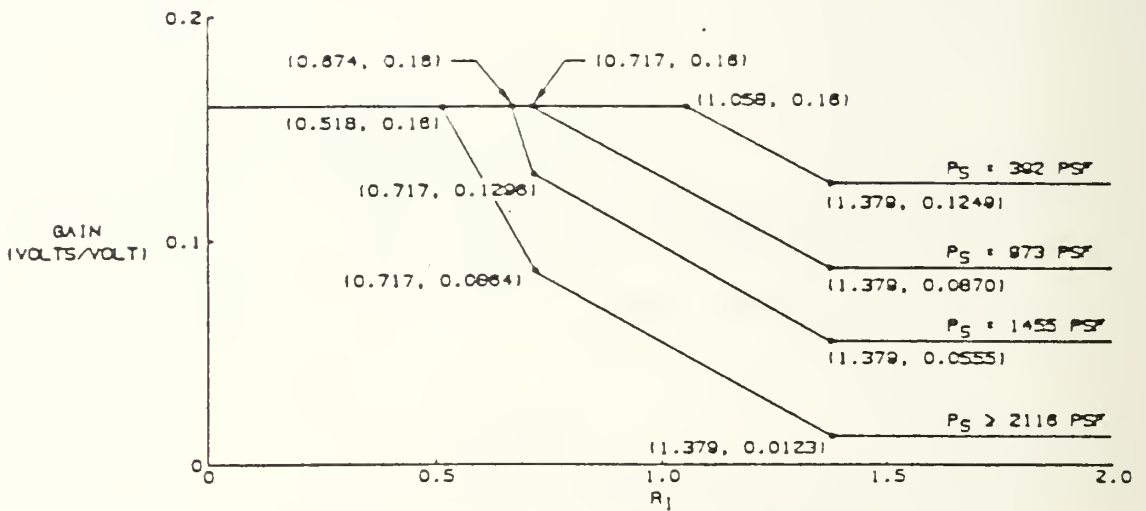
LEADING EDGE FLAP SCHEDULE AUTO FLAP UP (R_1 LIMIT)



F29L = 0 DEG FOR STORES OR STORES AND $P_S < 1200$ PSF

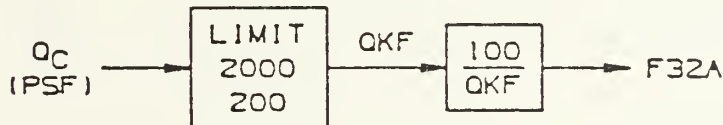
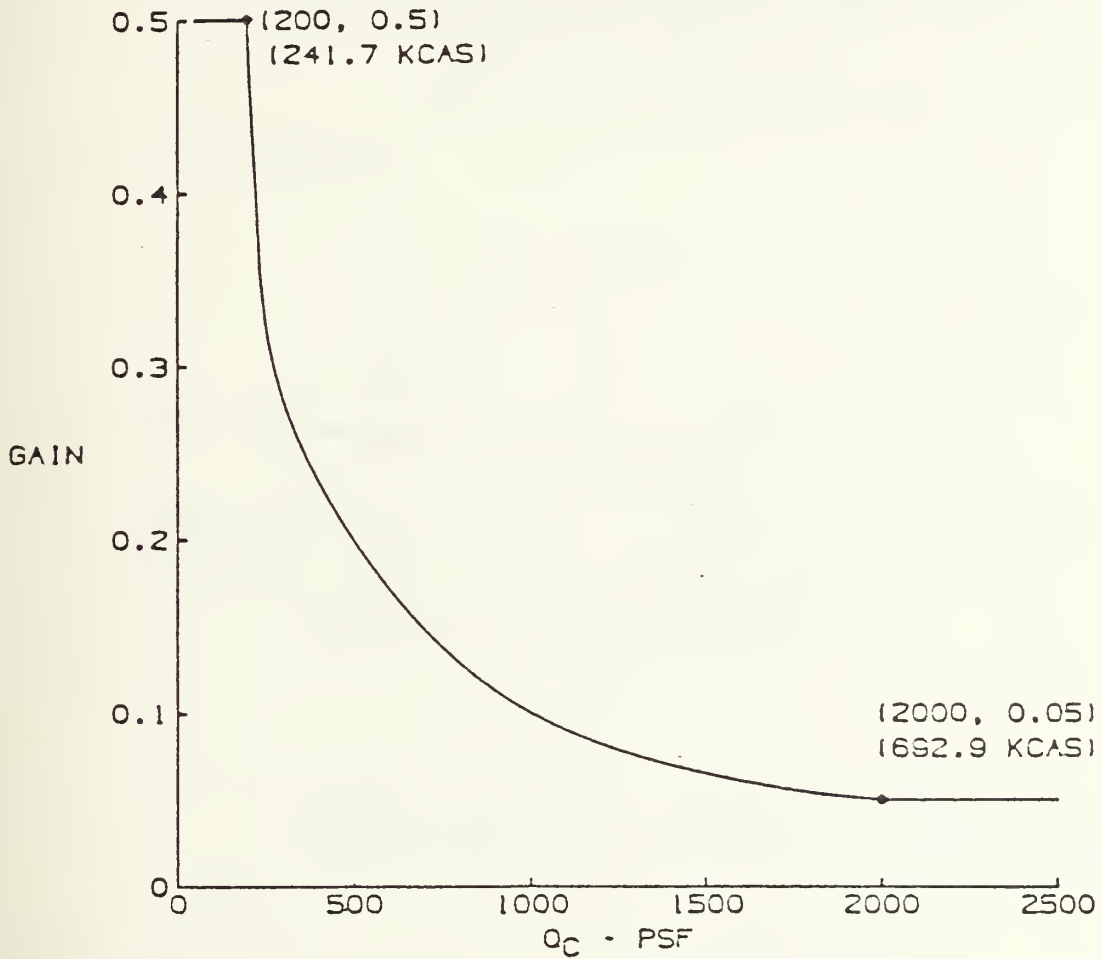
FUNCTION 31

DIFFERENTIAL TRAILING EDGE FLAP GAIN SCHEDULE AUTO FLAP UP (R_1 , P_S)



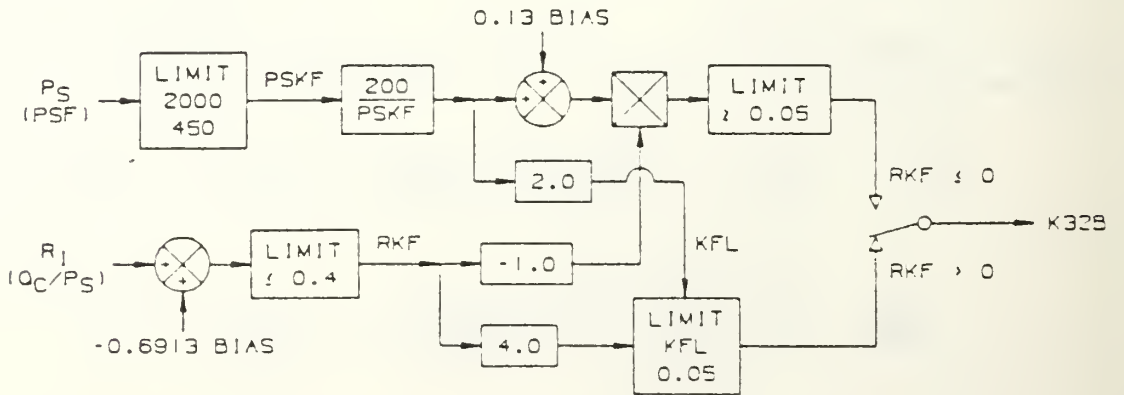
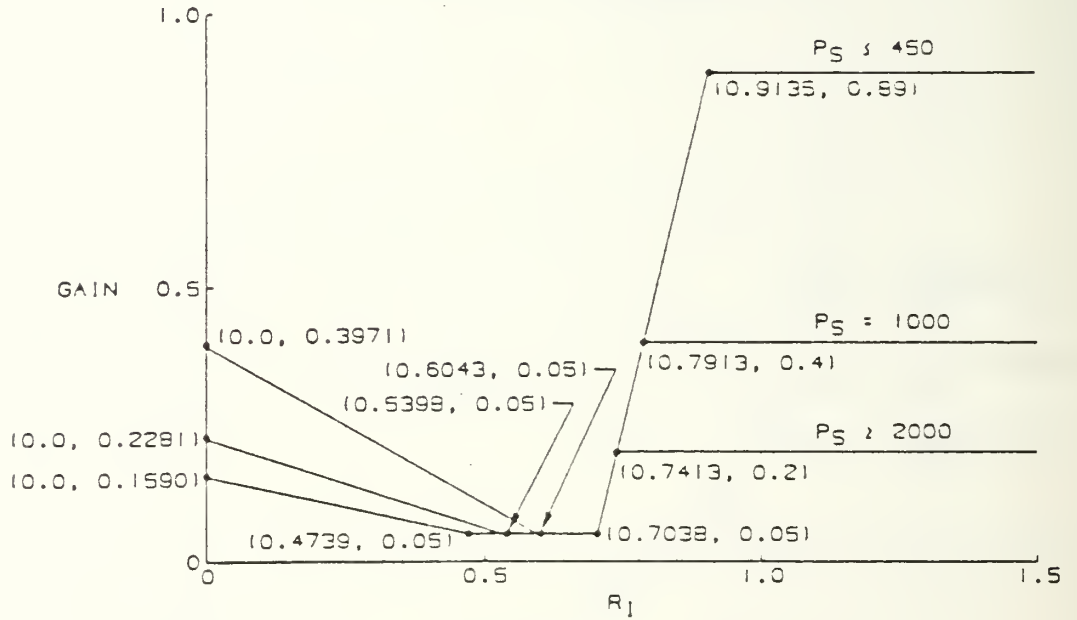
FUNCTION 32A

LONGITUDINAL FORWARD LOOP GAIN SCHEDULE
AUTO FLAP UP (Q_C)



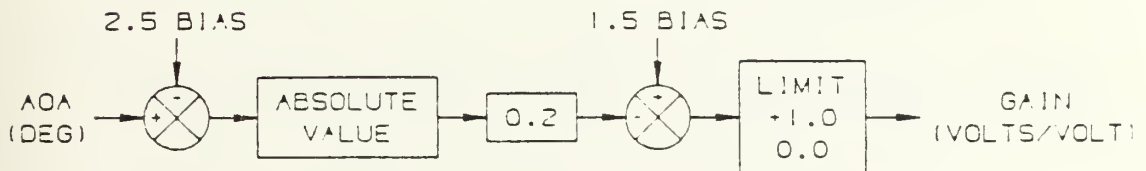
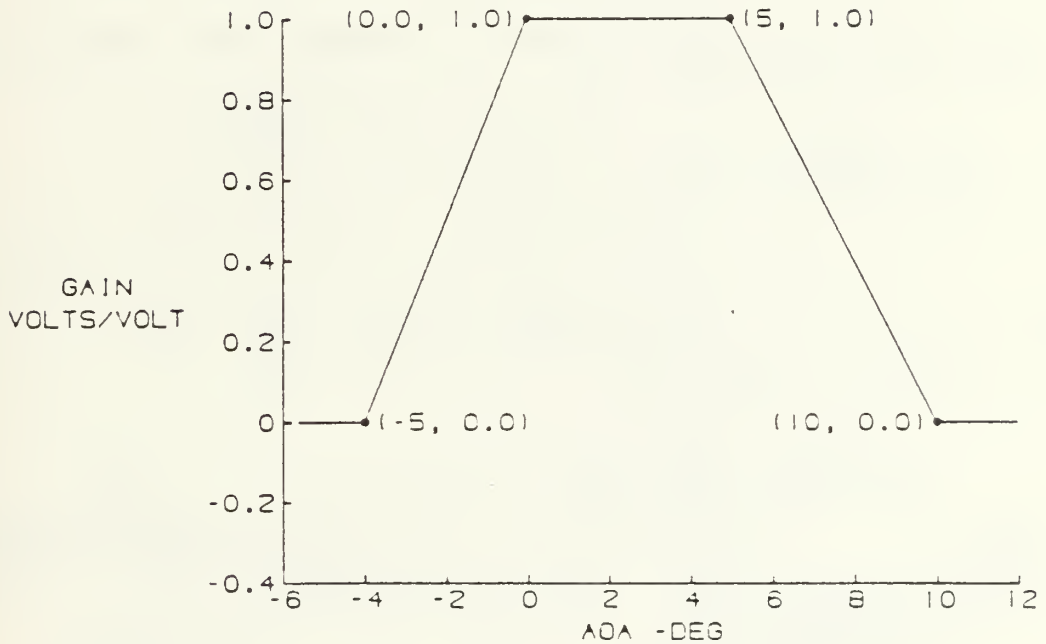
FUNCTION 32B

LONGITUDINAL FORWARD LOOP GAIN SCHEDULE
AUTO FLAP UP DTHETADEL (R1, PS)



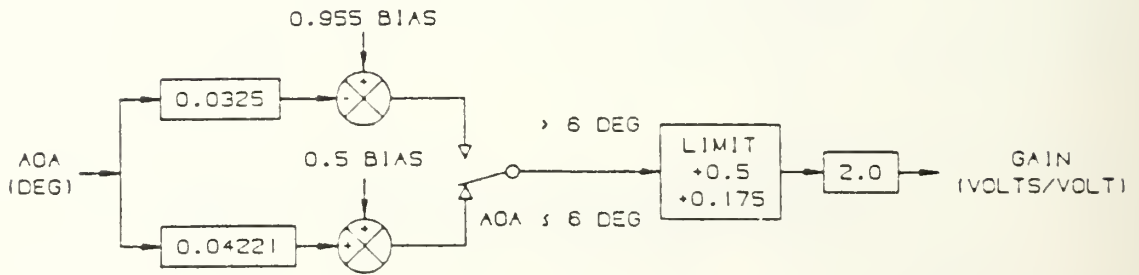
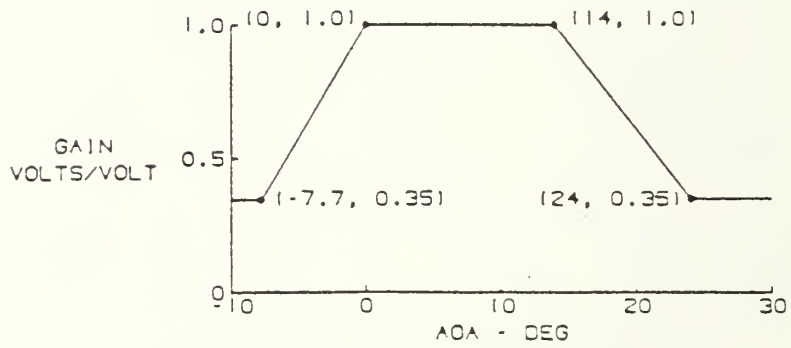
FUNCTION 34

DIFFERENTIAL TRAILING EDGE FLAP
GAIN SCHEDULE
AUTO FLAP UP (AOA)



FUNCTION 35

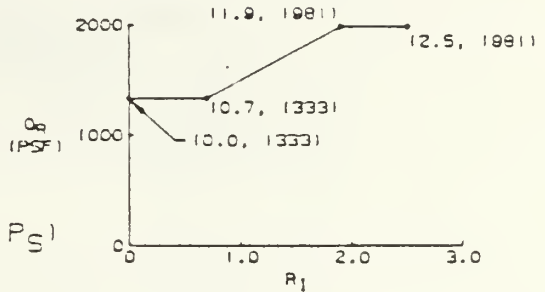
LATERAL FORWARD LOOP GAIN SCHEDULE
AUTO FLAP UP (AOA)



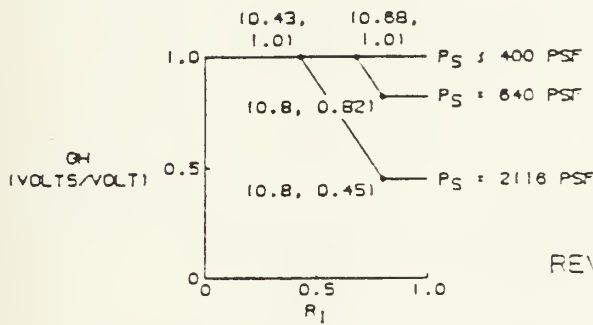
FUNCTION 36

AILERON GAIN SCHEDULE - AUTO FLAP UP (Q_C , P_S , R_1)

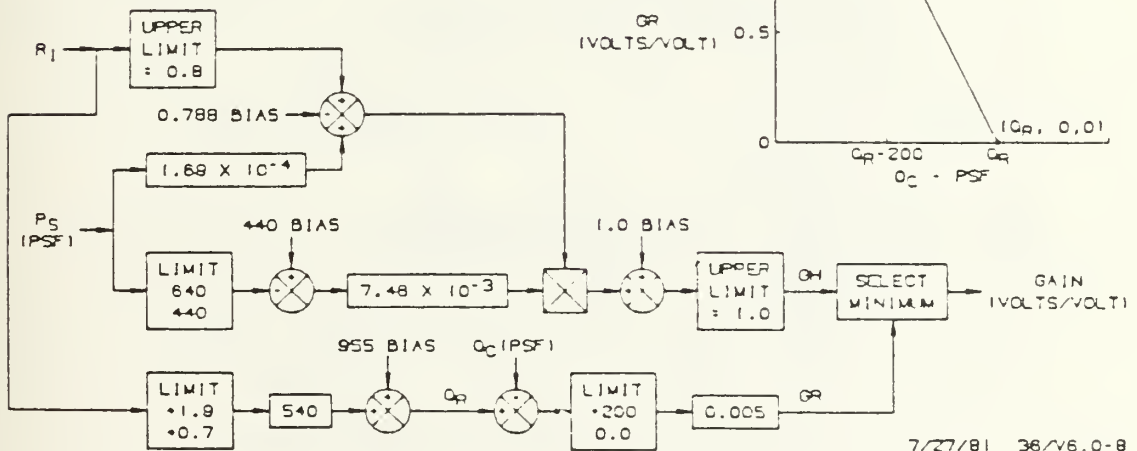
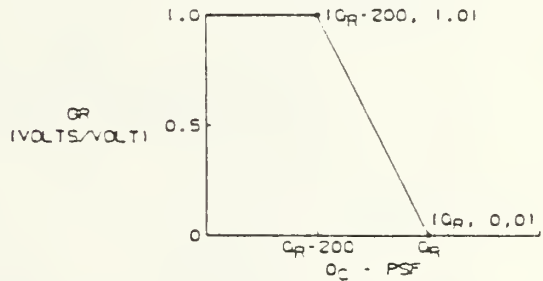
Q_R (REVERSAL POINT) SCHEDULE



HINGE MOMENT GAIN SCHEDULE (R_1 , P_S)



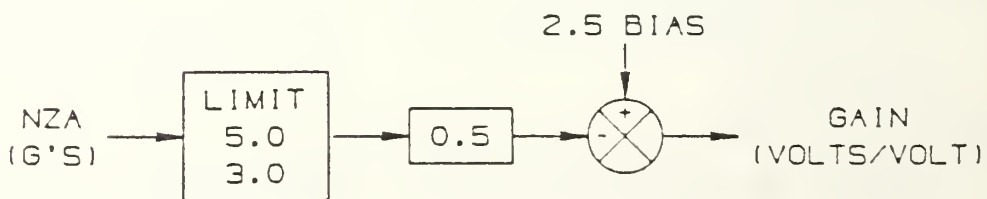
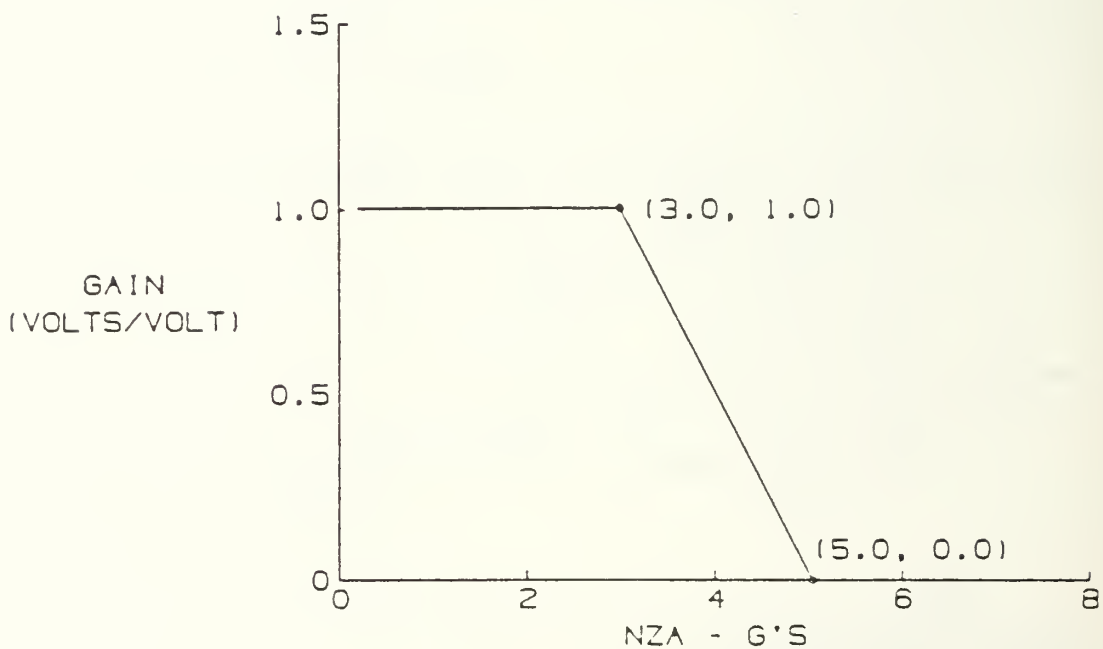
REVERSAL GAIN SCHEDULE (Q_C , Q_R)



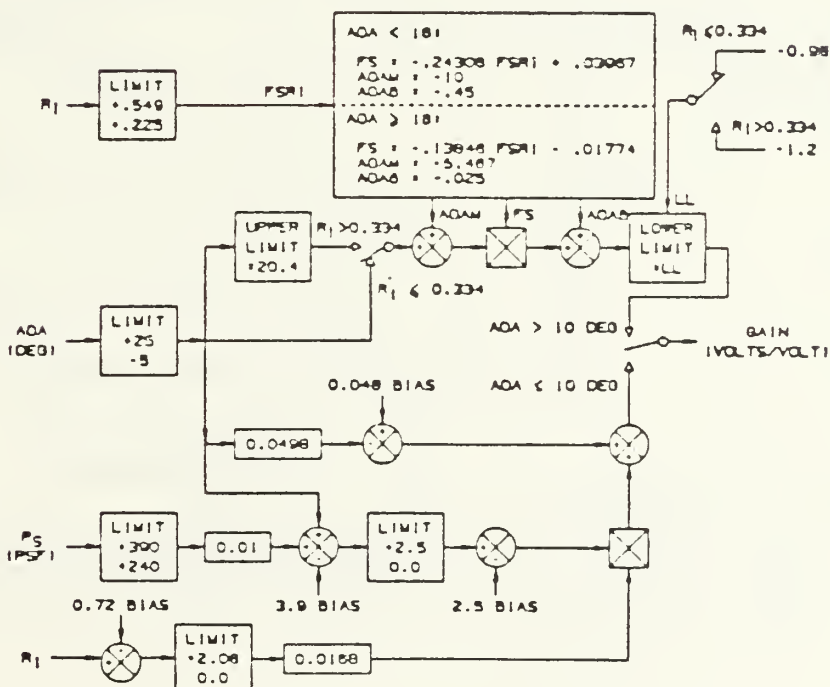
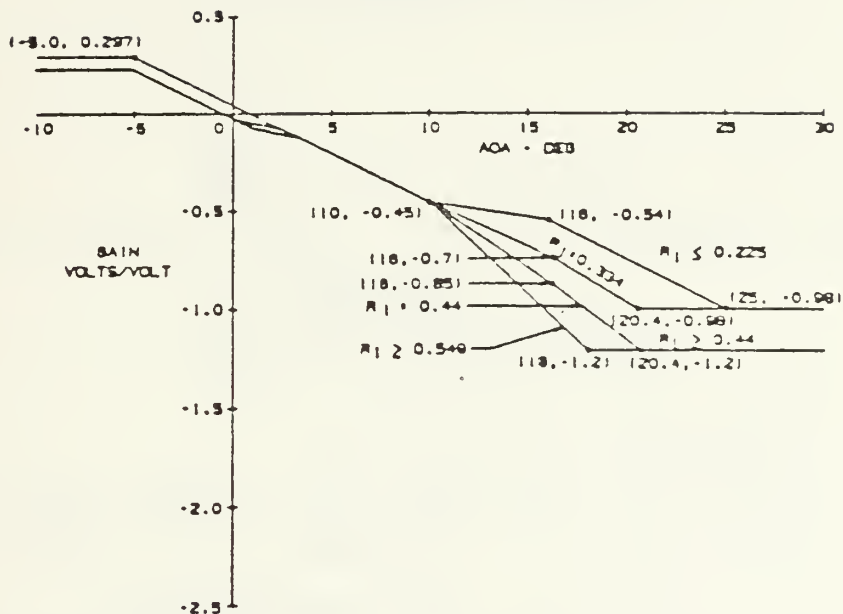
7/27/81 38/V6.0-8

FUNCTION 37

NZ LIMIT ON AOA FEEDBACK
AUTO FLAP UP (NZA)

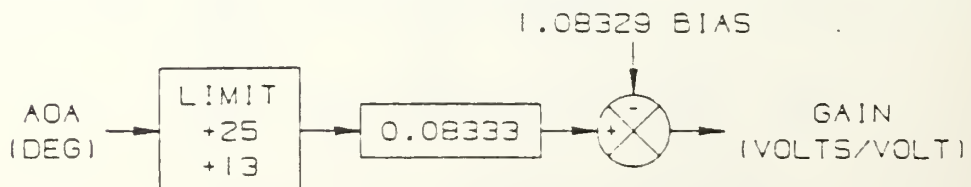
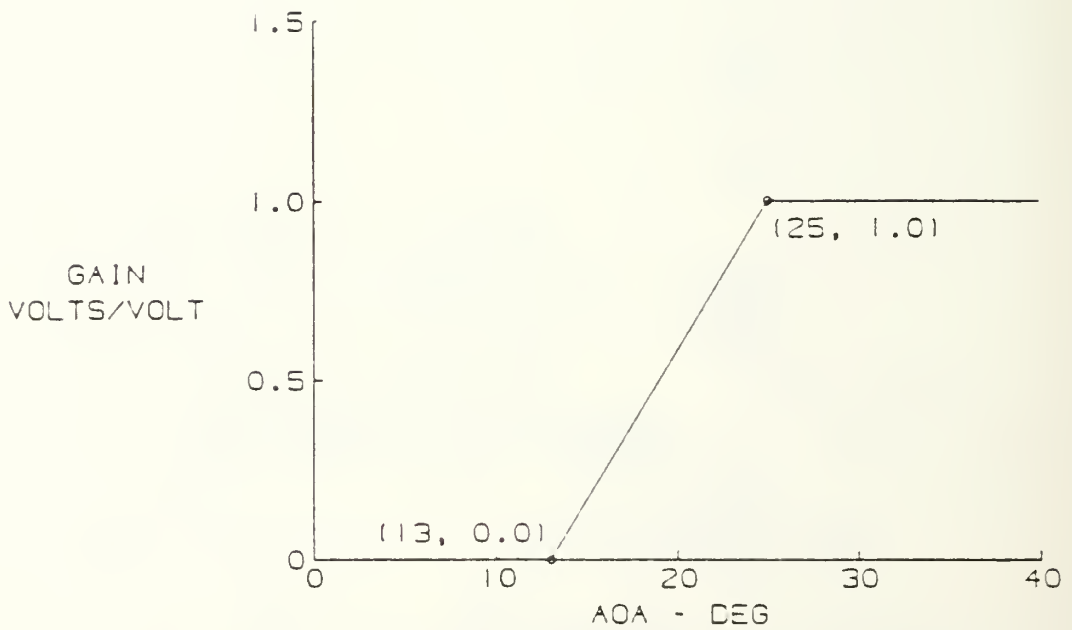


FUNCTION 38
RSRI GAIN SCHEDULE
AUTO FLAP UP (AOA, R_1 , P_S)

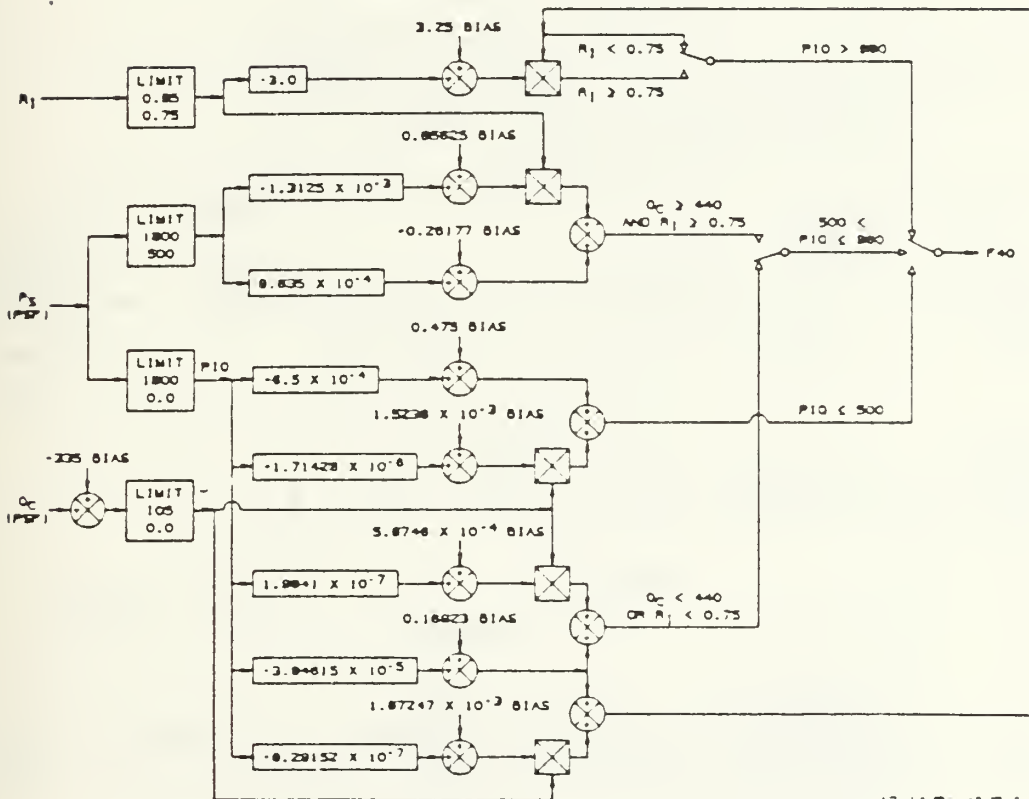
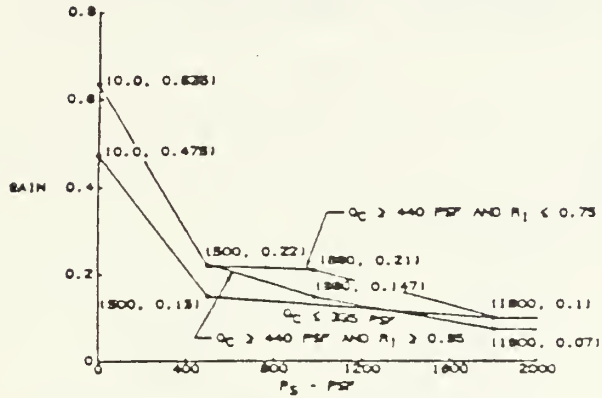


FUNCTION 39

RUDDER PEDAL TO ROLL CAS INTERCONNECT
GAIN SCHEDULE
AUTO FLAP UP (AOA)

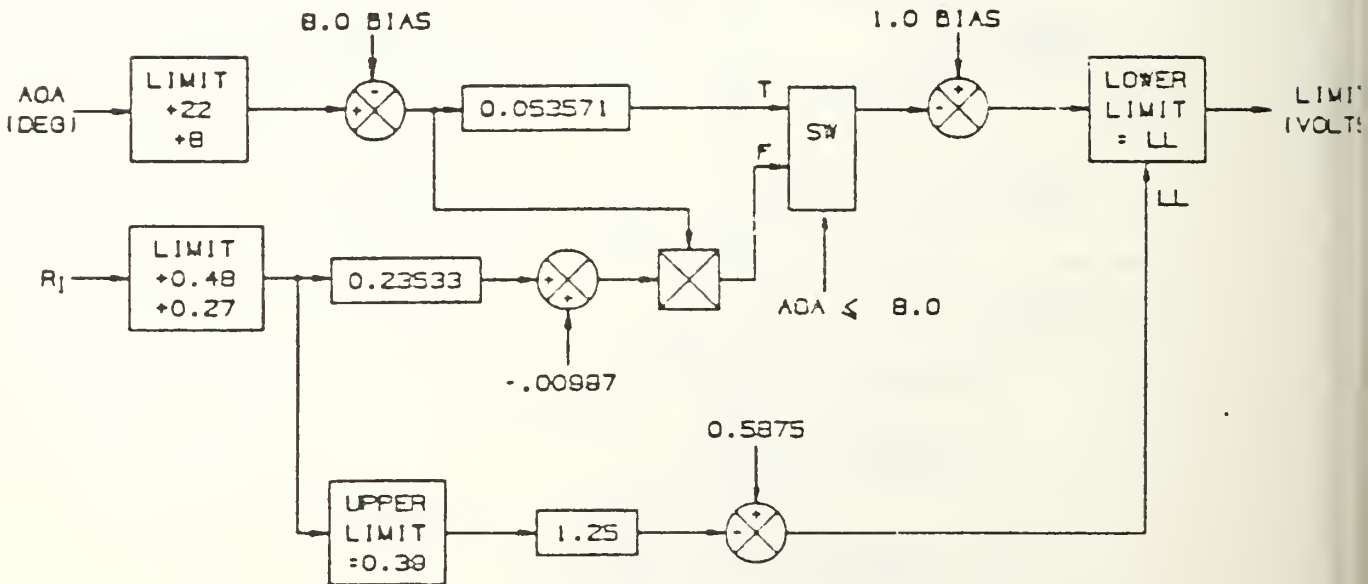
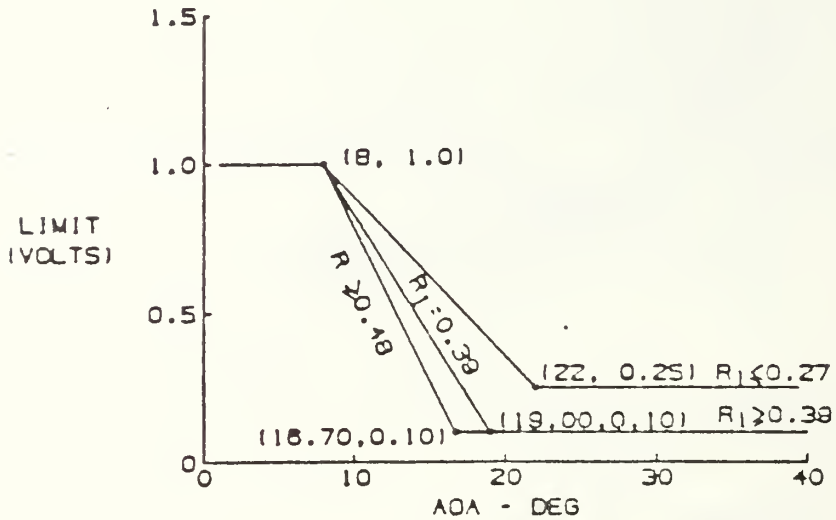


FUNCTION 40
 PITCH RATE FEEDBACK GAIN SCHEDULE
 AUTO FLAP UP (P_S, Q_C, R₁)



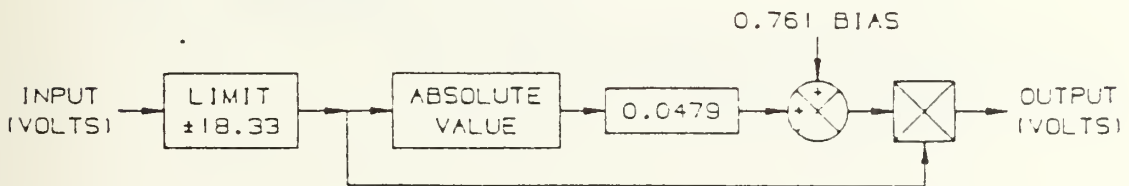
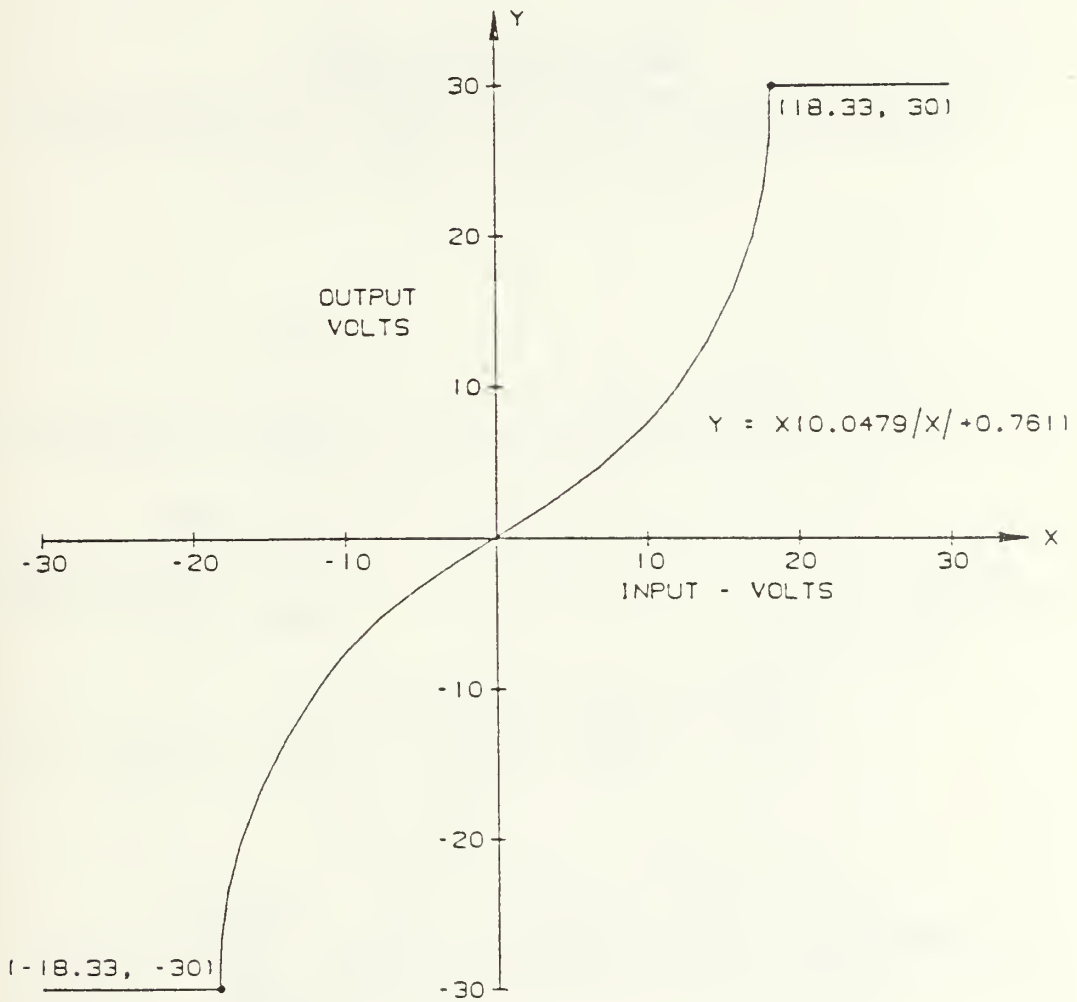
FUNCTION 41

ROLLING SURFACE LIMIT SCHEDULE
AUTO FLAP UP (AOA, R_I)



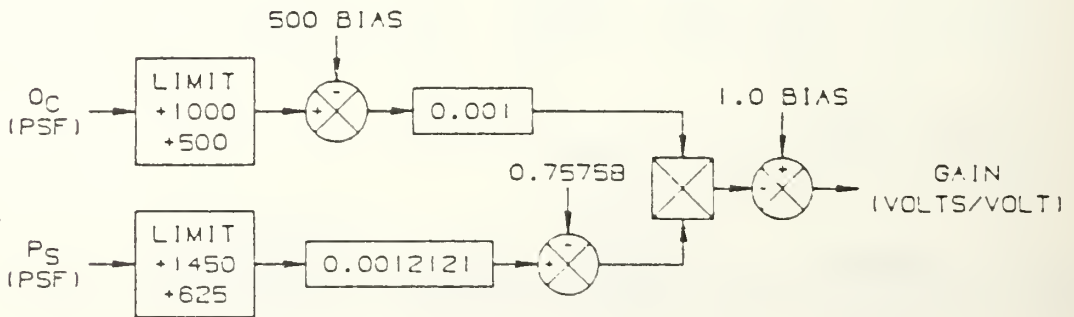
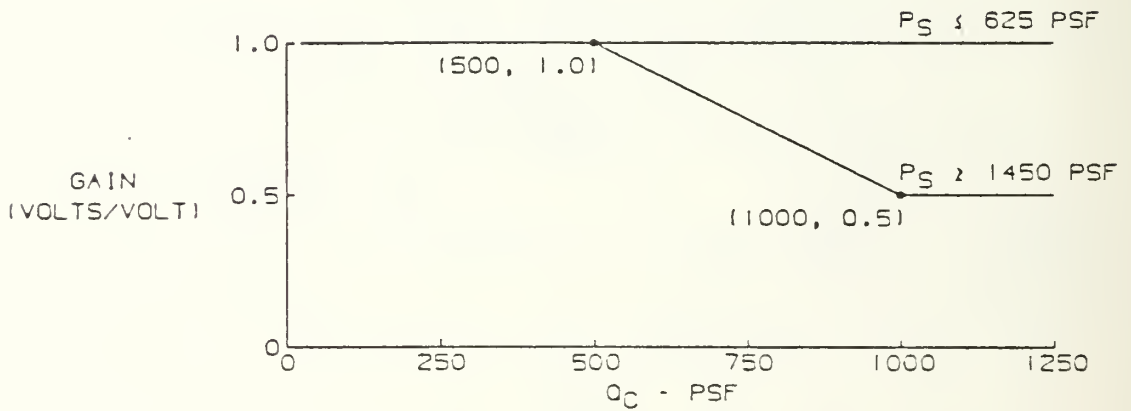
FUNCTION 42

RSRI NONLINEAR GRADIENT



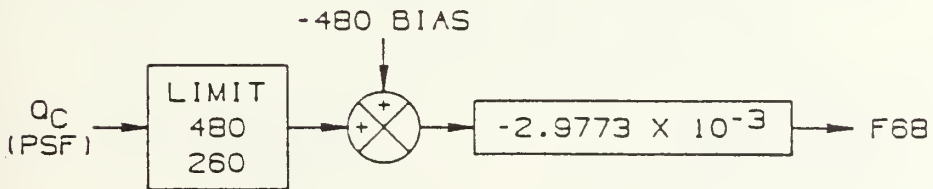
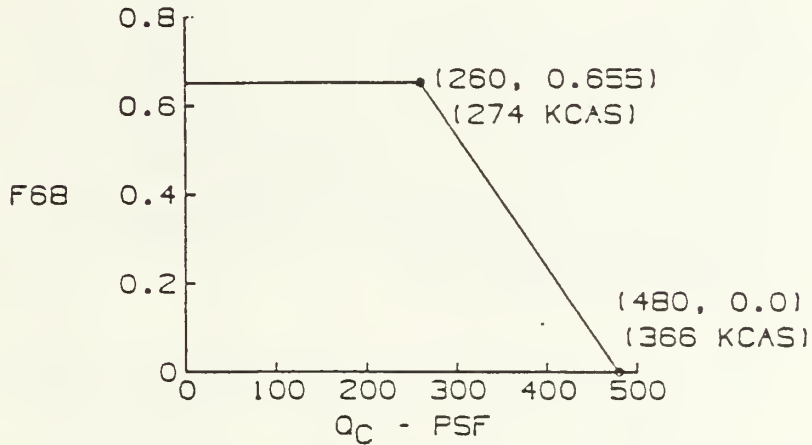
FUNCTION 45

DIRECTIONAL FORWARD LOOP GAIN SCHEDULE AUTO FLAP UP (Q_C , P_S)



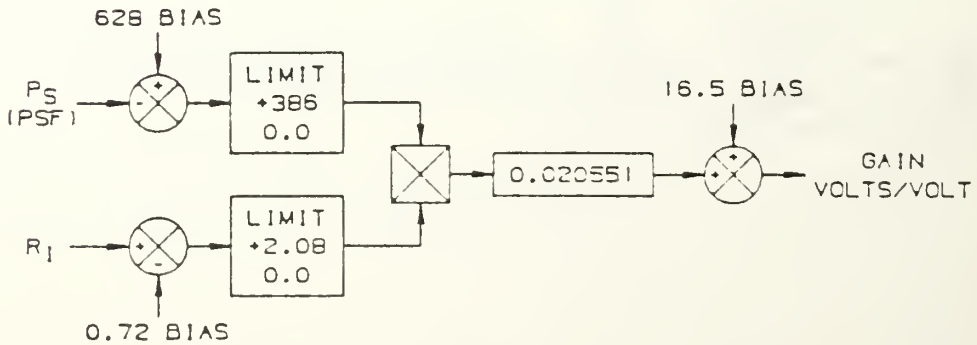
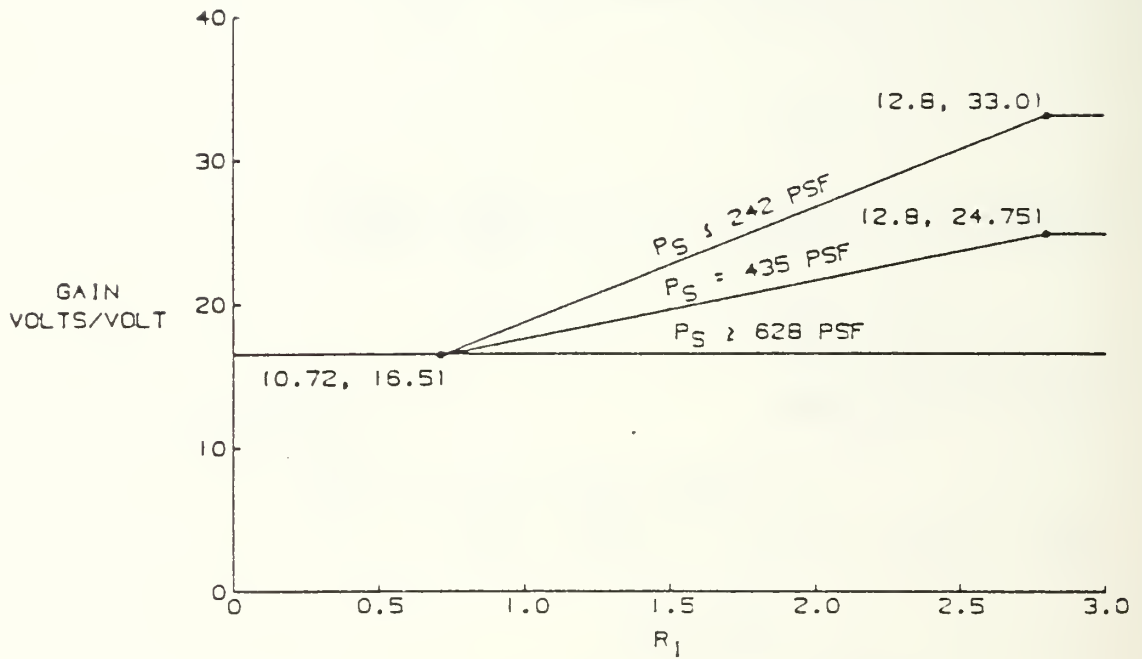
FUNCTION 68

PITCH RATE FEEDBACK GAIN SCHEDULE AUTO FLAP UP (Q_C)



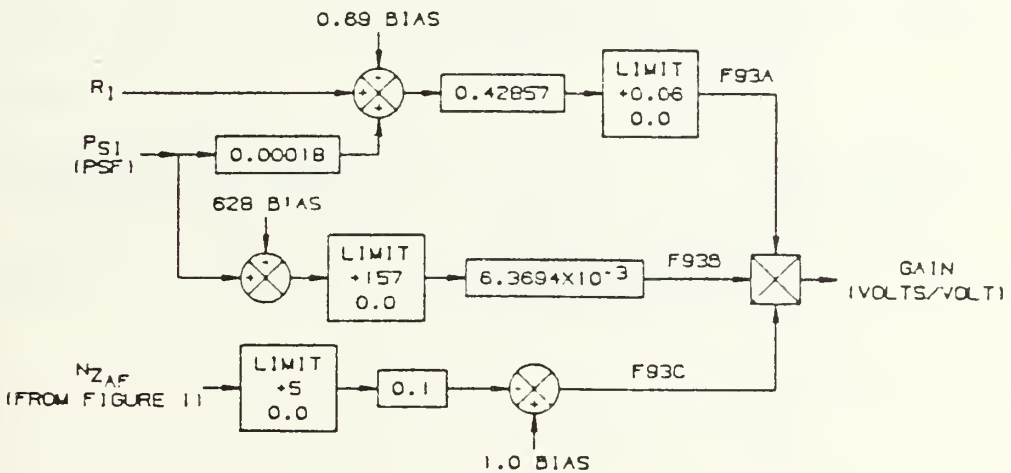
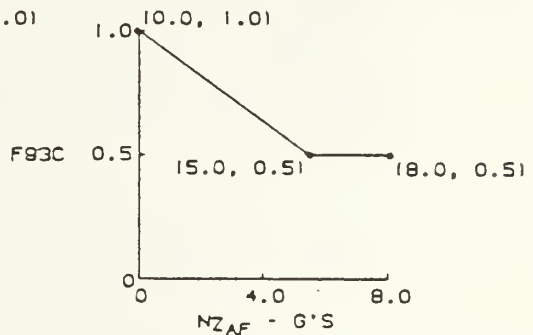
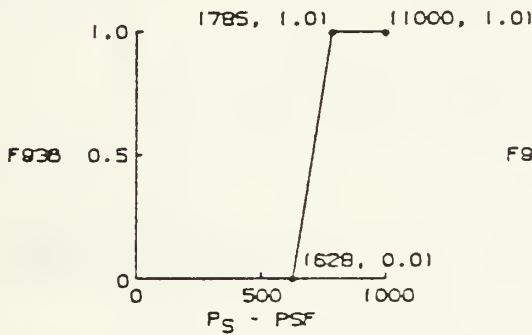
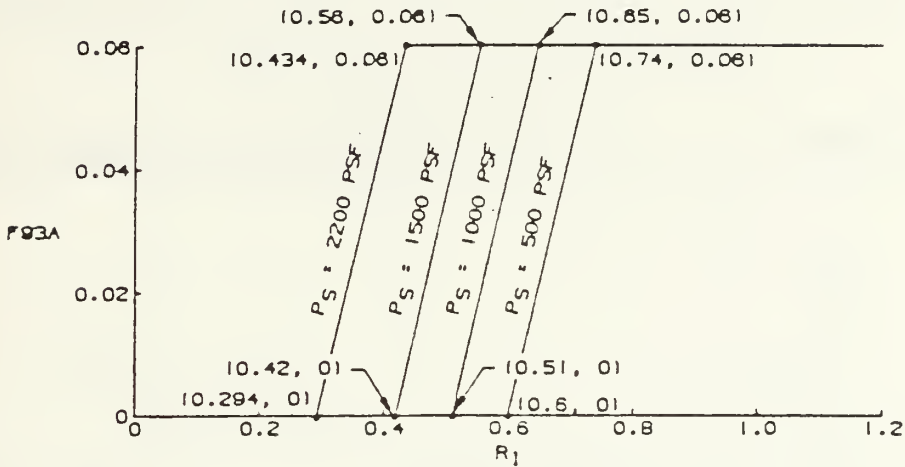
FUNCTION 90

LATERAL ACCELERATION FEEDBACK GAIN SCHEDULE (R_1 , P_S)



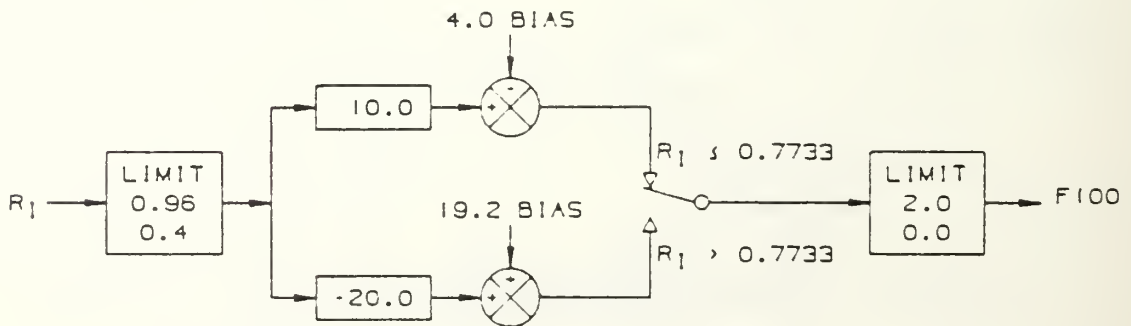
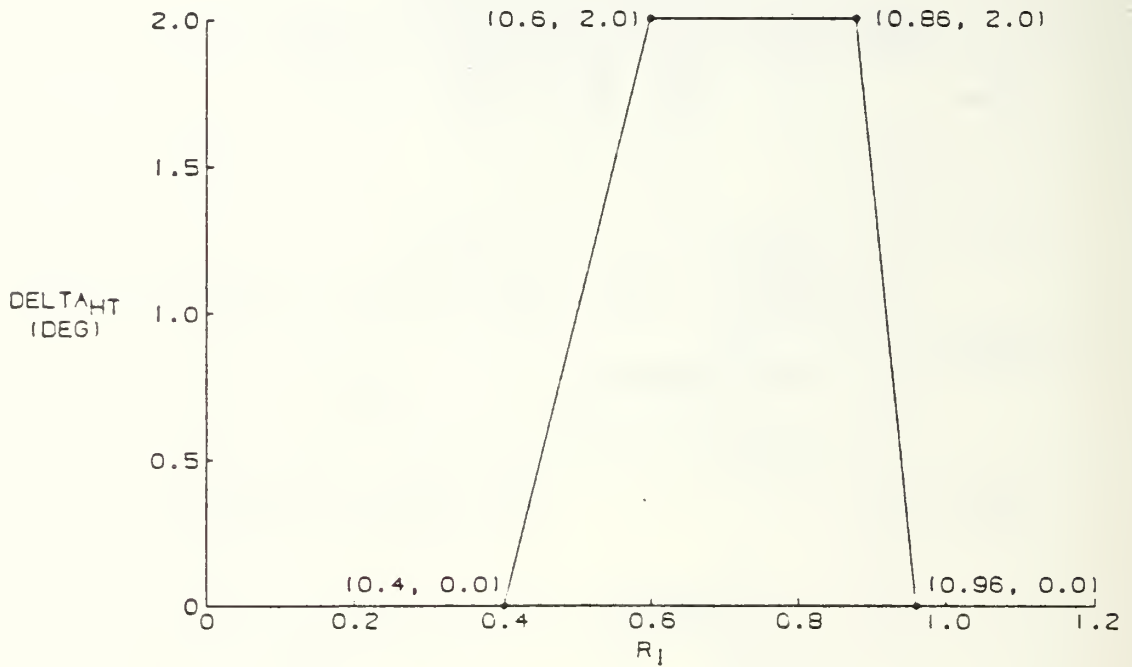
FUNCTION 93

DIFFERENTIAL LEADING EDGE FLAP GAIN SCHEDULE AUTO FLAP UP (R_1 , PS_1 , $NZAF$)



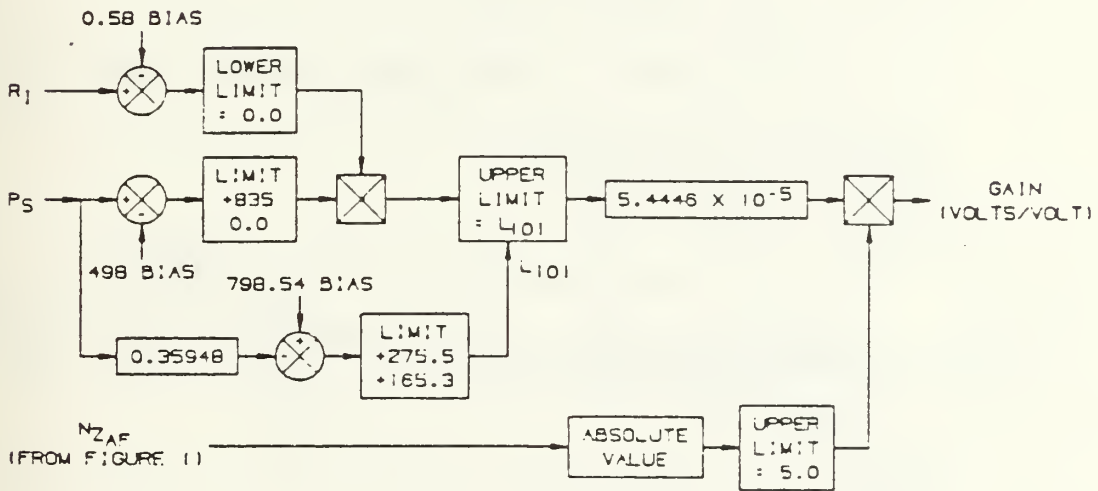
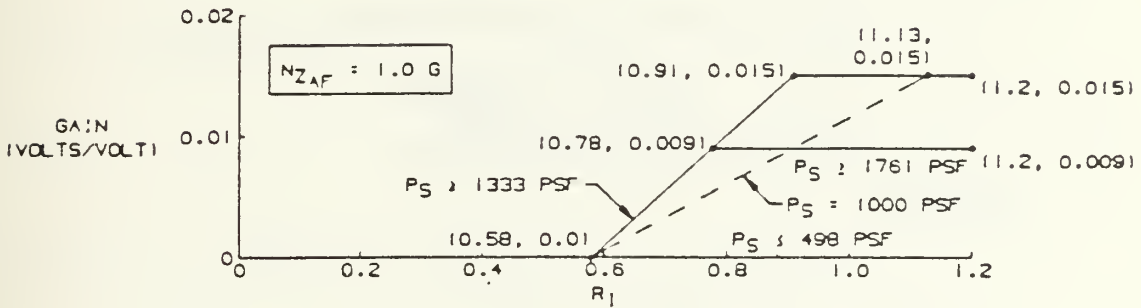
FUNCTION 100

SPEEDBRAKE COMPENSATION INCREMENT
AUTO FLAP UP (R₁)



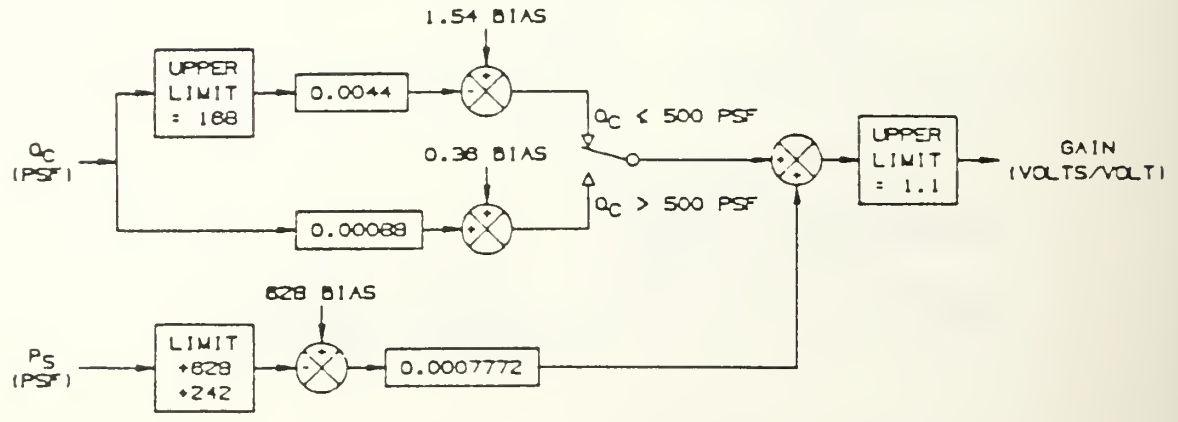
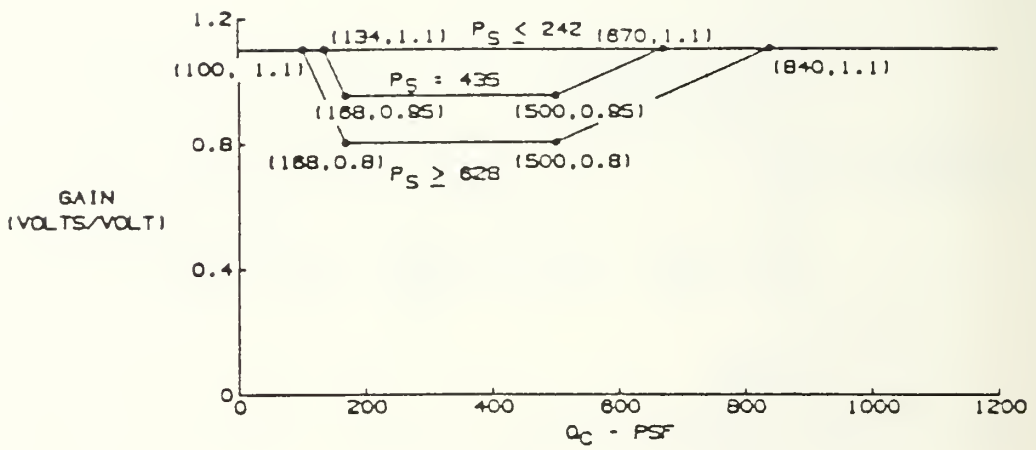
FUNCTION 101

DIFFERENTIAL STABILIZER LOAD ALLEVIATION SCHEDULE AUTO FLAP UP (R_1 , P_S , N_{ZAF})



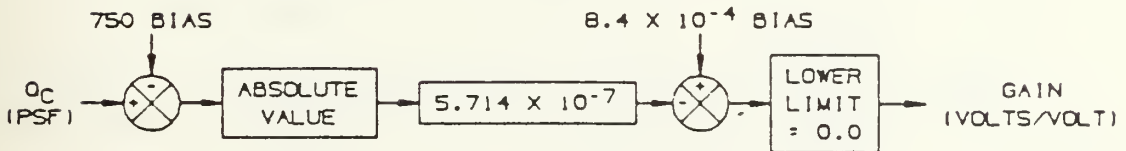
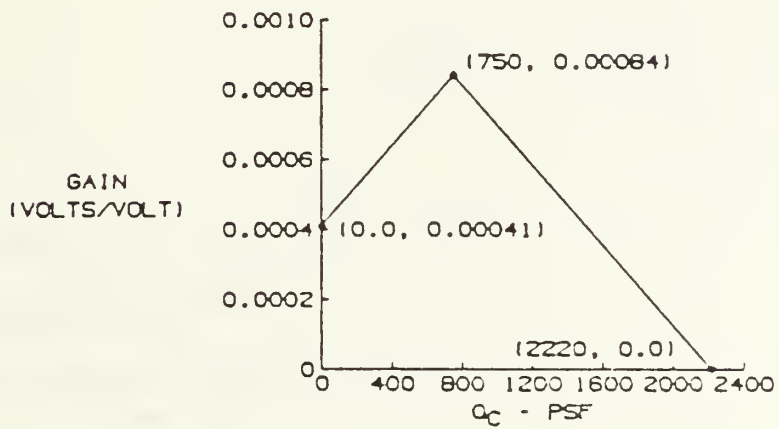
FUNCTION 96

YAW RATE GAIN SCHEDULE AUTO FLAP UP (Q_C , P_S)



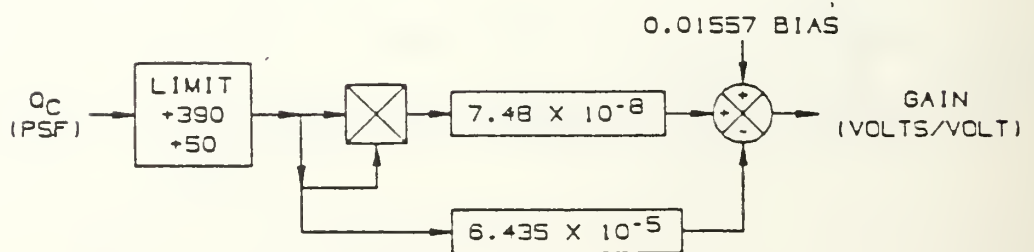
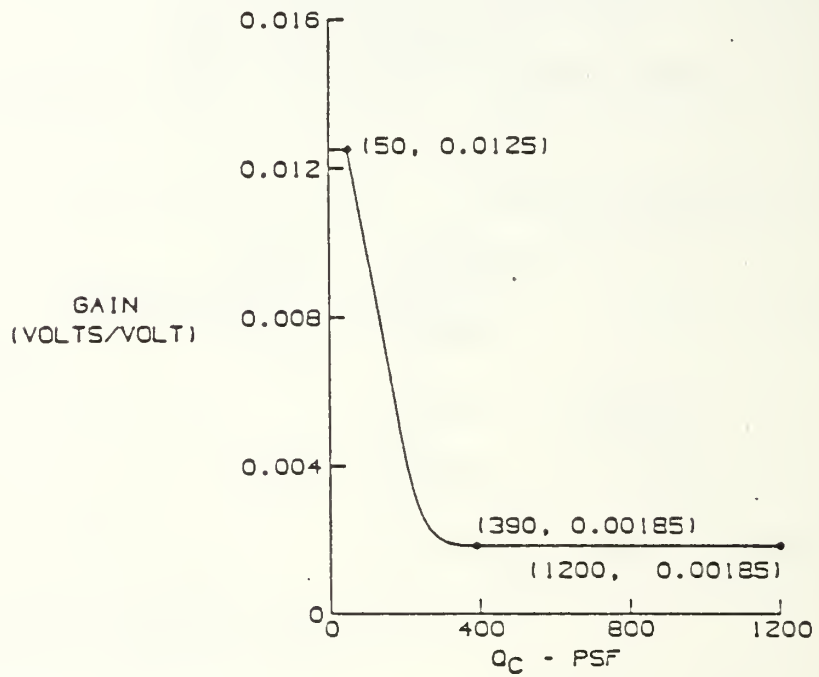
FUNCTION 107

LONGITUDINAL INERTIAL GAIN SCHEDULE AUTO FLAP UP (Q_C)



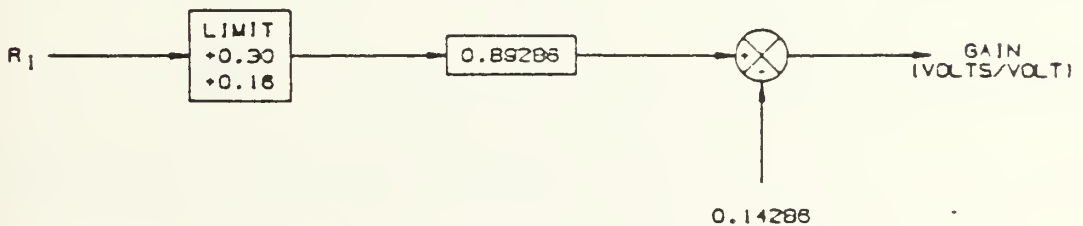
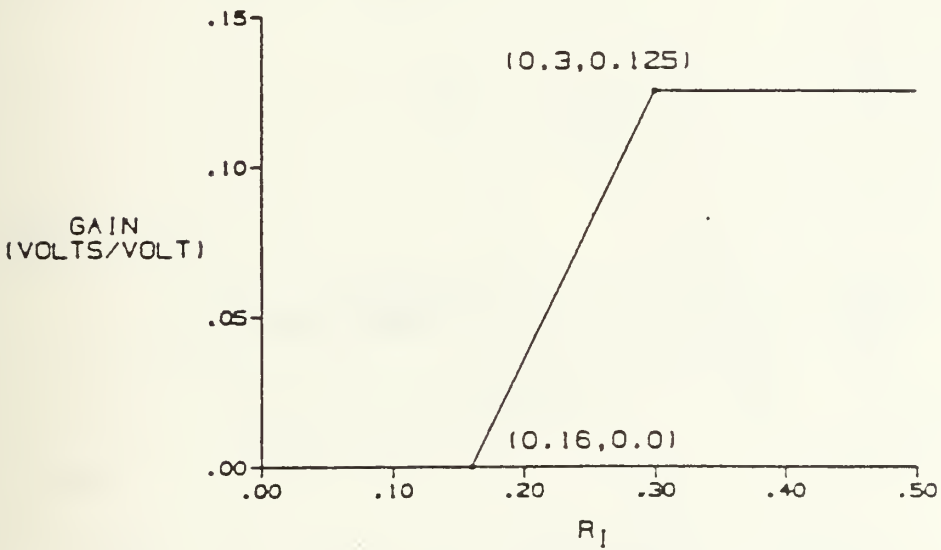
FUNCTION 108

DIRECTIONAL INERTIAL GAIN SCHEDULE AUTO FLAP UP (Q_C)



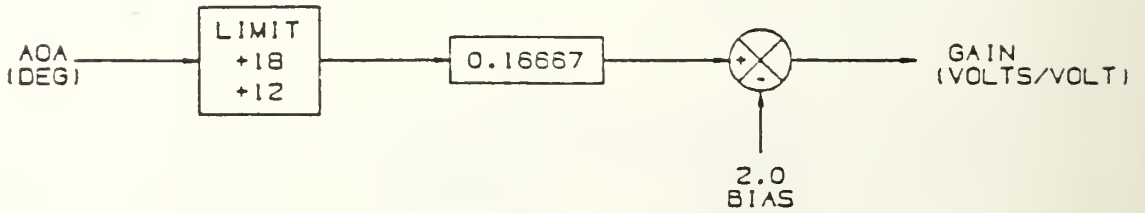
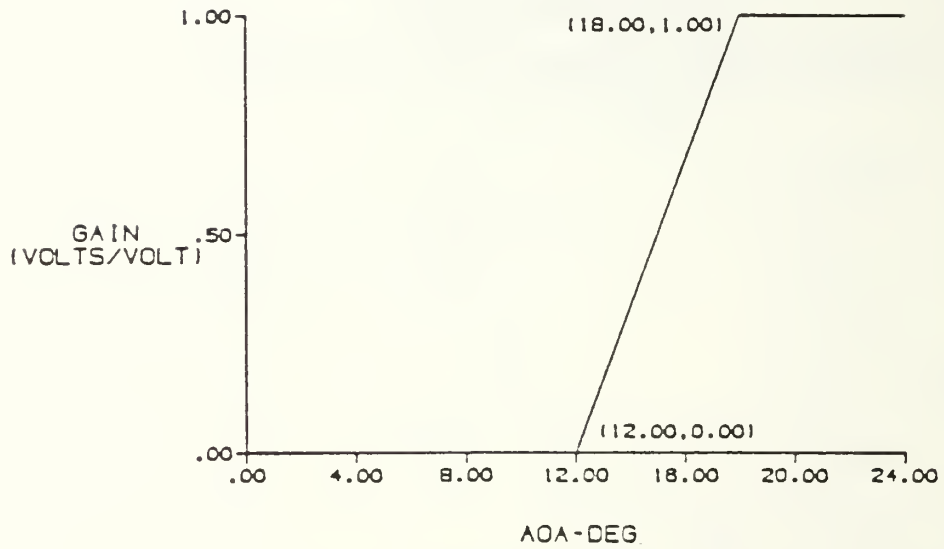
FUNCTION 114

RUDDER PEDAL COMMAND GAIN INCREMENT
AUTO FLAP UP (R₁)



FUNCTION 113

LATERAL ACCELERATION GAIN
AUTO FLAP UP (AOA)



APPENDIX B
DIGITAL FILTER MODELS

A. PITCH RATE LEAD-LAG FILTER P2

$$P2(S) = \frac{.015(1+F22)S + 1}{.015S + 1} \quad (B.1)$$

Using the tustin transform let

$$S = \frac{2(Z-1)}{ts(Z+1)}$$

which gives

$$P2(Z) = \frac{\begin{matrix} (P2N1) & & (P2N2) \\ 2(.015)(1+F22) + ts & & ts - 2(.015)(1+F22) \\ \left[\frac{\quad}{2(.015) + ts} \right] Z + \left[\frac{\quad}{2(.015) + ts} \right] \end{matrix}}{\begin{matrix} (P2D) \\ Z - \left[\frac{2(.015) - ts}{2(.015) + ts} \right] \end{matrix}} \quad (B.2)$$

B. NORMAL ACCELERATION LAG FILTER P5

$$P5(S) = \frac{1}{.04S + 1} \quad (B.3)$$

Using the Tustin transform:

$$\begin{aligned}
 & \qquad \qquad \qquad (P5N1) \qquad \qquad (P5N2) \\
 & \qquad \qquad \qquad \frac{ts}{.08 + ts} \quad Z + \frac{ts}{.08 + ts} \\
 P5(Z) & = \frac{\text{-----}}{\text{-----}} \qquad \qquad \qquad (B.4) \\
 & \qquad \qquad \qquad Z - \left[\frac{.08 - ts}{.08 + ts} \right] \\
 & \qquad \qquad \qquad (P5D)
 \end{aligned}$$

C. INTEGRATOR P9

$$P9(S) = \frac{1}{S} \qquad \qquad \qquad (P.5)$$

Reference 3 approximated this filter using the backward difference method. Let

$$S = \frac{Z-1}{tsZ}$$

which gives

$$\begin{aligned}
 & \qquad \qquad \qquad (P9N1) \quad (P9N2) \\
 P9(Z) & = \frac{tsZ + 0.0}{Z - 1} \qquad \qquad \qquad (B.6) \\
 & \qquad \qquad \qquad (P9D)
 \end{aligned}$$

D. LEADING EDGE AOA LAG FILTER P11

$$P11(S) = \frac{1}{0.39S + 1} \quad (B.8)$$

Using the Tustin transform:

$$P11(Z) = \frac{\begin{matrix} (P11N1) & & (P11N2) \\ \frac{ts}{.39(2) + ts} & Z + & \frac{ts}{.39(2) + ts} \end{matrix}}{\begin{matrix} Z - \frac{.39(2) - ts}{.39(2) + ts} \end{matrix}} \quad (B.9)$$

(P11D)

E. TRAILING EDGE FLAP AOA LAG FILTER P12

$$P12(S) = \frac{1}{0.79S + 1} \quad (R.10)$$

Using the tustin transform:

$$P12(Z) = \frac{\begin{matrix} (P12N1) & & (P12N2) \\ \frac{ts}{.79(2) + ts} & Z + & \frac{ts}{.79(2) + ts} \end{matrix}}{\begin{matrix} Z - \frac{.70(2) - ts}{.79(2) + ts} \end{matrix}} \quad (B.11)$$

(P12N3)

F. YAW RATE CANCELLER Y3

$$Y3(S) = \frac{S}{S + 1} \quad (B.12)$$

Using the Tustin transform:

$$Y3(Z) = \frac{\begin{matrix} (Y3N1) & & (Y3N2) \\ \left[\frac{2}{2 + ts} \right] Z & + & \frac{-2}{2 + ts} \\ \hline Z & - & \frac{2 - ts}{2 + ts} \end{matrix}}{\quad} \quad (B.13)$$

(Y3D)

G. RSRI LEAD LAG FILTER Y5

$$Y5(S) = \frac{.75S + 1}{.5S + 1} \quad (B.14)$$

Using the Tustin transform:

$$Y5(Z) = \frac{\begin{matrix} (Y5N1) & & (Y5N2) \\ \left[\frac{2(.75) + ts}{2(.5) + ts} \right] Z & + & \frac{ts - 2(.75)}{2(.5) + ts} \\ \hline Z & - & \frac{2(.5) - ts}{2(.5) + ts} \end{matrix}}{\quad} \quad (B.15)$$

(Y5N3)

APPENDIX C

SIGNAL PATH TRANSFER FUNCTIONS AND STATE SPACE MODELS

A. PITCH RATE TO COLLECTIVE STABILATOR PATH $H_1(Z)$

From Fig. 3.1 the forward path transfer function is

$$H_1(Z) = [P_9 * P_2 * F_{68} * F_{32a} * F_{12} + P_2 * ((F_{68} * F_{32a}) + F_{40})] \quad (C.1)$$

Let:

$$A = F_{68} * F_{32a} * F_{12}$$

$$B = (F_{68} * F_{32a}) + F_{40}$$

Rewriting Eq. C.1 using the filter Z-transform expressions for P_9 and P_2 gives

$$H_1(Z) = \frac{A * (P_{9N1} * Z + P_{9N2}) * (P_{2N1} * Z + P_{2N2})}{(Z - P_{9D}) * (Z - P_{2D})} + \frac{B * (P_{2N1} * Z + P_{2N2})}{Z - P_{2D}} \quad (C.2)$$

Expanding Eq. C.2

$$H_1(Z) = \{ [A * P_{9N1} * P_{2N1} + B * P_{2N1}] Z^2 + [A * (P_{9N1} * P_{2N2} + P_{9N2} * P_{2N1}) + B * (P_{2N2} - P_{2N1} * P_{9D})] Z + [A * P_{9N2} * P_{2N2} - B * P_{2N2} * P_{9D}] \} / (Z - P_{9D}) * (Z - P_{2D}) \quad (C.3)$$

Equation C.3 can be expressed in terms of the following partial fraction expansion:

$$H1(Z) = \frac{b_0 Z^2 + b_1 Z + b_2}{(Z-P9D)(Z-P2D)} = qst3 + \frac{qst1}{(Z-P9D)} + \frac{qst2}{(Z-P2D)} \quad (C.4)$$

Where:

$$qst3 = b_0$$

$$qst1 = \frac{(b_0 P9D^2 + b_1 P9D + b_2)}{(P9D - P2D)}$$

$$qst2 = \frac{(b_0 P2D^2 + b_1 P2D + b_2)}{(P2D - P9D)}$$

Equation C.4 can now be put in the following state variable form:

$$\begin{bmatrix} x1(k+1) \\ x2(k+1) \end{bmatrix} = \begin{bmatrix} P9D & 0 \\ 0 & P2D \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \end{bmatrix} + \begin{bmatrix} 1 \\ 1 \end{bmatrix} q(k) \quad (C.5)$$

$$estx1(k) = \begin{bmatrix} qst1 & qst2 \end{bmatrix} \begin{bmatrix} x1(k) \\ x2(k) \end{bmatrix} + qst3 q(k) \quad (C.6)$$

The system of nomenclature used for the coefficients in the output equation (Eq. C.6) is described in Sec. III.A.

In the remainder of the appendix only the first and last steps of the state variable development will be given for each transfer function. The equations for each of the coefficients are given in the simulation program listing.

B. NORMAL ACCELERATION TO COLLECTIVE STABILATOR PATH H2(Z)

$$H2(Z) = [F12 * F32a * 3.5 * P9 * P2 + 3.5 * F32a * P5] \quad (C.7)$$

$$\begin{aligned} x3(k+1) &= P9D \quad 0 \quad x3(k) \quad + \quad 1 \quad nz(k) \\ x4(k+1) &= \quad 0 \quad P5D \quad x4(k) \quad + \quad 1 \end{aligned} \quad (C.8)$$

$$estx2(k) = nzst1 \quad nzst2 \quad \begin{matrix} x3(k) \\ x4(k) \end{matrix} + nzst3 \quad q(k) \quad (C.9)$$

C. PITCH STICK TO COLLECTIVE STABILATOR PATH H3(Z)

$$H3(Z) = [7.0 * F32a * F12 * P9 + F20 * F32a] \quad (C.10)$$

Note: F20 defines the longitudinal stick gradient. The value 7.0 is a taylor series approximation about the origin of F20. (See F20 in App. A)

$$x5(k+1) = P9D \quad x5(k) \quad + \quad 1 \quad px(k) \quad (C.11)$$

$$estx3(k) = pxst1 \quad x5(k) \quad + \quad pxst2 \quad px(k) \quad (C.12)$$

D. ANGLE OF ATTACK TO COLLECTIVE LEADING EDGE FLAP H4(Z)

$$H4(Z) = 1.328 * P11 \quad (C.13)$$

Note: The leading edge flap schedule is defined by F27. The value used in Eq. C.13 is the l.e. flap gradient. (See F27 in App. A)

$$x6(k+1) = P11D \quad x6(k) \quad + \quad 1 \quad aa(k) \quad (C.14)$$

$$elex(k) = aale1 \quad x6(k) \quad + \quad aale2 \quad aa(k) \quad (C.15)$$

E. ANGLE OF ATTACK TO COLLECTIVE TRAILING EDGE FLAP H5(Z)

$$H5(Z) = 1.405 * P12 \quad (C.16)$$

Note: The trailing edge flap schedule is defined by F24. The value used in Eq. C.16 is the t.e. flap gradient. (See F24 in App. A)

$$x7(k+1) = P12D x7(k) + 1 aa(k) \quad (C.17)$$

$$etex(k) = aatel x7(k) + aate2 aa(k) \quad (C.18)$$

F. ROLL RATE TO DIFFERENTIAL STABILATOR PATH H6(Z)

$$H6(Z) = rv7 * (F4 + rk6t) \quad (C.19)$$

$$esty1(k) = rv7 * (F4 + rk6t) rr(k) \quad (C.20)$$

where:

$$rv7 = \text{MIN}(F6 * F35, F6 - F101)$$

$$rk6t = \text{LIMIT}(0, .12 - F4, .12 - F4) \\ \text{LL} \quad \text{UL} \quad \text{X}$$

G. LATERAL STICK TO DIFFERENTIAL STABILATOR PATH H7(Z)

$$H7(Z) = 3.22 * rv7 * F7 * (F13 + F4) \quad (C.21)$$

Note: The lateral stick gradient is defined by F1. The value 3.22 is a taylor series approximation about the origin of F1. (See F1 in App. A)

$$esty2(k) = 3.22 * rv7 * F7 * (F31 + F4) py(k) \quad (C.22)$$

H. RUDDER PEDAL TO DIFFERENTIAL STABILATOR PATH $H_8(Z)$

$$H_8(Z) = F_{14} * 1.33 * r_{v7} * F_{39} \quad (C.23)$$

$$esty_3(k) = F_{14} * 1.33 * r_{v7} * F_{39} \quad pz(k) \quad (C.24)$$

I. ROLL RATE TO DIFFERENTIAL LEADING EDGE FLAP PATH $H_9(Z)$

$$H_9(Z) = F_{93} * (F_4 + r_{k6t}) \quad (C.25)$$

$$eley_1(k) = F_{93} * (F_4 + r_{k6t}) \quad rr(k) \quad (C.26)$$

J. LATERAL STICK TO DIFFERENTIAL LEADING EDGE FLAP $H_{10}(Z)$

$$H_{10}(Z) = 3.22 * F_{93} * F_7 * (F_{13} + F_4) \quad (C.27)$$

$$eley_2(k) = 3.22 * F_{93} * F_7 * (F_{31} + F_4) \quad py(k) \quad (C.28)$$

K. ROLL RATE TO DIFFERENTIAL TRAILING EDGE FLAP PATH $H_{11}(Z)$

$$H_{11}(Z) = F_{31} * F_{34} * (F_4 + r_{k6t}) \quad (C.29)$$

$$etey_1(k) = F_{31} * F_{34} * (F_4 + r_{k6t}) \quad rr(k) \quad (C.30)$$

L. LATERAL STICK TO DIFFERENTIAL LEADING EDGE FLAP $H_{12}(Z)$

$$H_{12}(Z) = 3.22 * F_7 * F_{31} * F_{34} * (F_{13} + F_4) \quad (C.31)$$

$$etey_2(k) = 3.22 * F_7 * F_{31} * F_{34} * (F_{13} + F_4) \quad py(k) \quad (C.32)$$

M. ROLL RATE TO AILERON PATH H13(Z)

$$H13(Z) = F35 * F36 * .5 * (F4 + rk6t) \quad (C.33)$$

$$eal(k) = F35 * F36 * .5 * (F4 + rk6t) \quad rr(k) \quad (C.34)$$

N. LATERAL STICK TO AILERON PATH H14(Z)

$$H14(Z) = 3.22 * F7 * F35 * F36 * .5 * (F13 + F4) \quad (C.35)$$

$$ea2(k) = 3.22 * F7 * F35 \quad py(k) \quad (C.36)$$

O. RUDDER PEDAL TO AILERON PATH H15(Z)

$$H15(Z) = F14 * F39 * 1.33 * F35 * F36 \quad (C.37)$$

$$ea3(k) = F14 * F39 * 1.33 * F35 * F36 \quad pz(k) \quad (C.38)$$

P. YAW RATE TO RUDDER PATH H16(Z)

$$H16(Z) = F45 * F96 * \cos(\alpha) * Y3 \quad (C.39)$$

Note: In the simulation program alpha is set to the steady state angle of attack in degrees.

$$x8(k+1) = Y3D \quad x8(k) + 1 \quad yr(k)$$

$$er1(k) = yrr1 \quad x8(k) + yrr2 \quad yr(k)$$

Q. ROLL RATE TO RUDDER PATH H17(Z)

$$\begin{aligned}
 H17(Z) &= F45 * F96 * Y3 * SIN(alpha) \\
 &+ F45 * F38 * Y5 * F30 * 0.76 * ((2 * rra) + (2 * rrst)) \quad (C.40)
 \end{aligned}$$

Note: The second term on the r.h.s. of the equation results from the rolling surface to rudder interconnect path. The value, 0.76, represents F42, the RSRI nonlinear gradient. It is a taylor series approximation about the origin of F42.

$$\begin{aligned}
 x2(k+1) &= Y3D \quad 0 \quad x2(k) \quad + \quad 1 \\
 x3(k+1) &= \quad 0 \quad Y5D \quad x3(k) \quad + \quad 1 \quad rr(k) \quad (C.41)
 \end{aligned}$$

$$\begin{aligned}
 er2(k) &= rrr1 \quad rrr2 \quad x2(k) \\
 &\quad \quad \quad x3(k) \quad + \quad rrr3 \quad rr(k) \quad (C.42)
 \end{aligned}$$

R. LATERAL ACCELERATION TO RUDDER PATH H18(Z)

$$H18(Z) = F45 * F90 \quad (C.43)$$

$$er3(k) = nyr \quad ny(k) \quad (C.44)$$

S. LATERAL STICK TO RUDDER PATH $H_{19}(Z)$

$$H_{19}(Z) = F_{45} * Y_5 * F_{38} * F_{30} * 0.76 * ((2 * p_{ya}) + (2 * p_{yst})) \quad (C.45)$$

$$x_4(k+1) = Y_{5D} x_4(k) + 1 p_y(k) \quad (C.46)$$

$$er_4(k) = p_{yr1} x_4(k) + p_{yr2} p_y(k) \quad (C.47)$$

T. RUDDER PEDAL TO RUDDER PATH $H_{20}(Z)$

$$H_{20}(Z) = F_{45} * Y_5 * F_{38} * 0.76 * F_{30} * ((2 * p_{za}) + (2 * p_{zst})) \\ - F_{45} * F_{14} * (.5 - (F_{17} * F_{114})) \quad (C.48)$$

Note: The first term on the r.h.s. of the equation results from the rudder to rolling surface interconnect path.

$$x_5(k+1) = Y_{5D} x_5(k) + 1 p_z(k)$$

$$er_5(k) = p_{zr1} x_5(k) + p_{zr2} p_z(k)$$

$$\begin{bmatrix} \text{estx}(k) \\ \text{el ex}(k) \\ \text{et ex}(k) \\ \text{zsty}(k) \\ \text{el ey}(k) \\ \text{et ey}(k) \\ \text{ea}(k) \\ \text{er}(k) \end{bmatrix} = \begin{bmatrix} \text{qst1} & \text{qst2-nzst1-nzst2} & \text{-pxst1} & 0 & 0 \\ 0 & 0 & 0 & \text{aale1} & 0 \\ 0 & 0 & 0 & \rho & \text{aate1} \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} -\text{yrr1} & \text{rrr1} & \text{rrr2} & \text{pyr1} & \text{prr1} \\ 0 & \sim & & & \end{bmatrix} \begin{bmatrix} \text{x1}(k) \\ \text{x2}(k) \\ \text{x3}(k) \\ \text{x4}(k) \\ \text{x5}(k) \\ \text{x6}(k) \\ \text{x7}(k) \\ \text{x8}(k) \\ \text{x9}(k) \\ \text{x10}(k) \\ \text{x11}(k) \\ \text{x12}(k) \end{bmatrix}$$

$$\begin{bmatrix} \text{qst1} & \text{qst2-nzst1-nzst2} & \text{-pxst1} & 0 & 0 \\ 0 & 0 & 0 & \text{aale1} & 0 \\ 0 & 0 & 0 & \rho & \text{aate1} \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 \end{bmatrix}$$

$$\begin{bmatrix} \text{qst3-nzst3} & 0 & 0 \\ 0 & \text{aale2} & 0 \\ 0 & \text{aate2} & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} \text{q}(k) \\ \text{nz}(k) \\ \text{aa}(k) \\ \text{yr}(k) \\ \text{rr}(k) \\ \text{nv}(k) \end{bmatrix} + \begin{bmatrix} \text{Dfc} \\ \text{Dc} \end{bmatrix} \begin{bmatrix} -\text{pxst2} & 0 \\ 0 & \sim \\ 0 & \sim \\ 0 & \sim \\ 0 & \sim \\ 0 & \sim \\ 0 & \sim \\ 0 & \sim \end{bmatrix} \begin{bmatrix} \text{pyst} & \text{pzst} \\ \text{pyle} & 0 \\ \text{pyte} & 0 \\ \text{pya} & \text{pza} \\ \text{pyr2} & \text{prr2} \end{bmatrix} \begin{bmatrix} \text{px}(k) \\ \text{py}(k) \\ \text{pz}(k) \end{bmatrix} \quad (\text{D.2})$$

APPENDIX E

STABILITY AND CONTROL DERIVATIVE DEFINITIONS AND UNITS

The matrices in the small perturbation model (Eqs. 3.32 through 3.36) are defined in this appendix along with the dimensions of the stability and control derivatives. This information was obtained from the flight systems branch at the Naval Air Test Center.

FX MATRIX

	1	2	3	4
1	XU	XW	XQ-WB	-G*CTHT
2	$\frac{ZU}{1-ZWD}$	$\frac{ZW}{1-ZWD}$	$\frac{(ZQ+UB)}{1-ZWD}$	$\frac{-G*STHT}{1-ZWD}$
3	$\frac{MU+MWD*ZU}{1-ZWD}$	$\frac{MW+MWD*ZW}{1-ZWD}$	$\frac{MQ+MWD*(ZQ+UB)}{1-ZWD}$	$\frac{MWD*(-G)*STHT}{1-ZWD}$
4	0	0	1	0

GX MATRIX

	1	2	3
1	0	0	0
2	ZDS ----- 1-ZWD	ZDLF ----- 1-ZWD	ZDTF ----- 1-ZWD
3	MWD*ZDS MDS+----- 1-ZWD	MWD*ZDLF MDLF+----- 1-ZWD	MWD*ZDTF MDTF+----- 1-ZWD
4	0	0	0

HX MATRIX

	1	2	3
1	0	0	1
2	ZU ----- 1-ZWD	ZW ----- 1-ZWD	ZO ----- 1-ZWD
3	0	1 ----- UB	0

DX MATRIX

	1	2	3
1	0	0	0
2	$\frac{ZDS}{1-ZWD}$	$\frac{ZDLF}{1-ZWD}$	$\frac{ZDTF}{1-ZWD}$
3	0	0	0

FYZ MATRIX

	1	2	3	4
1	$\frac{YV}{1-YVD}$	$\frac{YR-UB}{1-YVD}$	$\frac{YP+WB}{1-YVD}$	$\frac{G*CTHT}{1-YVD}$
2	$NV+\frac{NVD*YV}{1-YVD}$	$NR+\frac{NVD*(YR-UB)}{1-YVD}$	$NP+\frac{NVD*(YP+WB)}{1-YVD}$	$\frac{NVD*G*CTHT}{1-YVD}$
3	$LV+\frac{LVD*YV}{1-YVD}$	$LR+\frac{LVD*(YR-UB)}{1-YVD}$	$LP+\frac{LVD*(YP+WB)}{1-YVD}$	$\frac{LVD*G*CTHT}{1-YVD}$
4	0	$\frac{STHT}{CTHT}$	1	0

GYZ MATRIX

	1	2	3	4	5
	YDHT	YDLF	YDTF	YDA	YDR
	-----	-----	-----	-----	-----
	1-YVD	1-YVD	1-YVD	1-YVD	1-YVD
	NVD*YDHT	NVD*YDLF	NVD*YDTF	NVD*YDA	NVD*YDR
NDHT+	-----	-----	-----	-----	-----
	1-YVD	1-YVD	1-YVD	1-YVD	1-YVD
	LVD*YDHT	LVD*YDLF	LVD*YDTF	LVD*YDA	LVD*YDR
LDHT+	-----	-----	-----	-----	-----
	1-YVD	1-YVD	1-YVD	1-YVD	1-YVD
	0	0	0	0	0

HYZ MATRIX

	1	2	3	4
1	0	1	0	0
2	0	0	1	0
3	YV	YR	YP	0
	-----	-----	-----	
	1-YVD	1-YVD	1-YVD	

DYZ MATRIX

	1	2	3	4	5
1	0	0	0	0	0
2	0	0	0	0	0
3	$\frac{YDHT}{1-YVD}$	$\frac{YDLF}{1-YVD}$	$\frac{YDTF}{1-YVD}$	$\frac{YDA}{1-YVD}$	$\frac{YDR}{1-YVD}$

The following abbreviations were used in the above matrices:

UB = BODY AXIS LONGTUDINAL WIND

WB = BODY AXIS VERTICAL WIND

CTHT = COS(THETA)

STHT = SIN(THETA)

DEFINITION OF DIMENSIONAL STABILITY DERIVATIVES

<u>NAME</u>	<u>PARTIAL DERIVATIVE OF:</u>	<u>WITH RESPECT TO:</u>	<u>UNITS</u>
XU	LONGITUDINAL FORCE	FORWARD VELOCITY	^{1/2} FT/SEC ²
XW	LONGITUDINAL FORCE	VERTICAL VELOCITY	FT/SEC ²
XQ	LONGITUDINAL FORCE	PITCH RATE	RAD/SEC ²
XWD	LONGITUDINAL FORCE	VERTICAL ACCELERATION	FT/SEC ²
XDSB	LONGITUDINAL FORCE	SPEED BRAKE	RAD/SEC ²
XDTH	LONGITUDINAL FORCE	THROTTLE	PCT/SEC ²
XDS	LONGITUDINAL FORCE	HORIZONTAL STABILATOR	RAD/SEC ²
XDLF	LONGITUDINAL FORCE	LEADING EDGE FLAPS	RAD/SEC ²
XDTF	LONGITUDINAL FORCE	TRAILING EDGE FLAPS	RAD/SEC ²
ZU	VERTICAL FORCE	FORWARD VELOCITY	FT/SEC ²
ZW	VERTICAL FORCE	VERTICAL VELOCITY	FT/SEC ²
ZQ	VERTICAL FORCE	PITCH RATE	RAD/SEC ²
ZWD	VERTICAL FORCE	VERTICAL ACCELERATION	FT/SEC ²
ZDSB	VERTICAL FORCE	SPEED BRAKE	RAD/SEC ²
ZDTH	VERTICAL FORCE	THROTTLE	PCT/SEC ²
ZDS	VERTICAL FORCE	HORIZONTAL STABILIZER	RAD/SEC ²
ZDLF	VERTICAL FORCE	LEADING EDGE FLAPS	RAD/SEC ²
ZDTF	VERTICAL FORCE	TRAILING EDGE FLAPS	RAD/SEC ²
MU	PITCHING MOMENT	FORWARD VELOCITY	FT/SEC ²
MW	PITCHING MOMENT	VERTICAL VELOCITY	FT/SEC ²
MQ	PITCHING MOMENT	PITCH RATE	RAD/SEC ²
MWD	PITCHING MOMENT	VERTICAL ACCELERATION	FT/SEC ²
MDSB	PITCHING MOMENT	SPEED BRAKE	RAD/SEC ²
MDTH	PITCHING MOMENT	THROTTLE	PCT/SEC ²
MDS	PITCHING MOMENT	HORIZONTAL STABILIZER	RAD/SEC ²
MDLF	PITCHING MOMENT	LEADING EDGE FLAPS	RAD/SEC ²
MDTF	PITCHING MOMENT	TRAILING EDGE FLAPS	RAD/SEC ²
YV	LATERAL FORCE	LATERAL VELOCITY	FT/SEC ²
YVD	LATERAL FORCE	LATERAL ACCELERATION	FT/SEC ²
YR	LATERAL FORCE	YAW RATE	RAD/SEC ²
YP	LATERAL FORCE	ROLL RATE	RAD/SEC ²
YDA	LATERAL FORCE	AILERON	RAD/SEC ²
YDR	LATERAL FORCE	RUDDER	RAD/SEC ²
YDLF	LATERAL FORCE	DIFFERENTIAL LE FLAPS	RAD/SEC ²
YDHT	LATERAL FORCE	DIFFERENTIAL HORIZ STABS	RAD/SEC ²
YDTF	LATERAL FORCE	DIFFERENTIAL TE FLAPS	RAD/SEC ²
LV	ROLLING MOMENT	LATERAL VELOCITY	FT/SEC ²
LVD	ROLLING MOMENT	LATERAL ACCELERATION	FT/SEC ²
LR	ROLLING MOMENT	YAW RATE	RAD/SEC ²
LP	ROLLING MOMENT	ROLL RATE	RAD/SEC ²
LDA	ROLLING MOMENT	AILERON	RAD/SEC ²
LDR	ROLLING MOMENT	RUDDER	RAD/SEC ²
LDLF	ROLLING MOMENT	DIFFERENTIAL LE FLAPS	RAD/SEC ²
LDHT	ROLLING MOMENT	DIFFERENTIAL HORIZ STABS	RAD/SEC ²
LDTF	ROLLING MOMENT	DIFFERENTIAL TE FLAPS	RAD/SEC ²

DEFINITION OF DIMENSIONAL STABILITY DERIVATIVES

(Continued)

<u>NAME</u>	<u>PARTIAL DERIVATIVE OF:</u>	<u>WITH RESPECT TO:</u>	<u>UNITS</u>
NV	YAWING MOMENT	LATERAL VELOCITY	FT/SEC ²
NVD	YAWING MOMENT	LATERAL ACCELERATION	FT/SEC ²
NR	YAWING MOMENT	YAW RATE	RAD/SEC ²
NP	YAWING MOMENT	ROLL RATE	RAD/SEC ²
NDA	YAWING MOMENT	AILERON	RAD/SEC ²
NDR	YAWING MOMENT	RUDDER	RAD/SEC ²
NDLF	YAWING MOMENT	DIFFERENTIAL LE FLAPS	RAD/SEC ²
NDHT	YAWING MOMENT	DIFFERENTIAL HORIZ STABS	RAD/SEC ²
NDTF	YAWING MOMENT	DIFFERENTIAL TE FLAPS	RAD/SEC ²

APPENDIX F
ACTUATOR TRANSFER FUNCTIONS

A. STABILATOR

$$\frac{Dst(S)}{Est(S)} = \frac{\frac{S^2 + 2(0.068)}{82.9} + \frac{2(0.068)}{82.9} S + 1.0}{\left[\frac{S^2 + 2(0.41)}{36.4} + \frac{2(0.41)}{36.4} S + 1 \right] \left[\frac{S^2 + 2(0.59)}{105.3} + \frac{2(0.59)}{105.3} S + 1 \right]}$$

The procedures outlined in Ref. 8 were used to put the transfer functions in state variable form.

- 1) Arrange the transfer function as

$$\frac{b_2 S^2 + b_3 S + b_4}{S^4 + a_1 S^3 + a_2 S^2 + a_3 S + a_4}$$

$$\begin{aligned} b_2 &= 2.1377E+03 & a_2 &= 1.6122E+04 \\ b_3 &= 2.4101E+04 & a_3 &= 4.9559E+05 \\ b_4 &= 1.4691E+07 & a_4 &= 1.4691E+07 \\ a_1 &= 1.5410E+02 \end{aligned}$$

- 2) Express the transfer function as a differential equation

$$\begin{aligned} \ddot{\ddot{D}}st(t) + a_1 \dot{\ddot{D}}st(t) + a_2 \ddot{D}st(t) + a_3 \dot{D}st(t) + a_4 Dst(t) \\ = b_2 \ddot{\dot{E}}st(t) + b_3 \dot{E}st(t) + b_4 Est(t) \end{aligned}$$

B. LEADING EDGE FLAP

$$\frac{Dle(S)}{Ele(S)} = \frac{1.0}{\left(\frac{S}{26.9} + 1.0\right) \left(\frac{S}{82.9} + 1.0\right)}$$

$$\begin{matrix} x1(t) \\ x2(t) \end{matrix} = \begin{matrix} Fle \\ \\ \end{matrix} \begin{matrix} x1(t) \\ x2(t) \end{matrix} + Gle Ele(t)$$

$$Dle(t) = Hle \begin{matrix} x1(t) \\ x2(t) \end{matrix}$$

C. TRAILING EDGE FLAP

$$\frac{Dte(S)}{Ete(S)} = \frac{1.0}{\left(\frac{S^2}{35.0} + \frac{2(0.71)}{35.0} S + 1.0\right)}$$

$$\begin{matrix} x1(t) \\ x2(t) \end{matrix} = \begin{matrix} Fte \\ \\ \end{matrix} \begin{matrix} x1(t) \\ x2(t) \end{matrix} + Gte Ete(t)$$

$$Dte(t) = Hte \begin{matrix} x1(t) \\ x2(t) \end{matrix}$$

D. AILERON

$$\frac{Da(S)}{Ea(S)} = \frac{1.0}{\left(\frac{s^2}{75.0}\right) + \frac{2(0.59)}{75.0} s + 1.0}$$

$$\begin{matrix} x1(t) \\ x2(t) \end{matrix} = \begin{matrix} Fa \\ Ga \end{matrix} \begin{matrix} x1(t) \\ x2(t) \end{matrix} + \begin{matrix} \\ Ea(t) \end{matrix}$$

$$Da(t) = Ha \begin{matrix} x1(t) \\ x2(t) \end{matrix}$$

E. RUDDER

$$\frac{Dr(S)}{Er(S)} = \frac{1.0}{\left(\frac{s^2}{72.1}\right) + \frac{2(0.69)}{72.1} s + 1.0}$$

$$\begin{matrix} x1(t) \\ x2(t) \end{matrix} = \begin{matrix} Fr \\ Gr \end{matrix} \begin{matrix} x1(t) \\ x2(t) \end{matrix} + \begin{matrix} \\ Er(t) \end{matrix}$$

$$Dr(t) = Hr \begin{matrix} x1(t) \\ x2(t) \end{matrix}$$

The actuator state variable model matrices in Eqs. 3.43 & 3.44 are arranged as follows:

FA MATRIX

Fst									
	Fst								
		Fle				0			
			Fle			~			
				Fte					
					Fte				
		0				Fa			
							Fa		
								Fr	
									Fr

GA MATRIX

Gst									
	Gst								
		Gle				0			
			Gle			~			
				Gte					
					Gte				
						Ga			
		0					Ga		
								Gr	
									Gr

HA MATRIX

Hst									
	Hst								
		Hle						0	
			Hte					~	
				Hte					
					Hle				
						Hle			
		0					Ha		
								Ha	
									Hr
									Hr

APPENDIX G

AIRCRAFT SENSOR TRANSFER FUNCTIONS

A. RATE GYRO TRANSFER FUNCTION

$$\frac{Y(S)}{E(S)} = \frac{\frac{S}{131.7} + 1.0}{\left[\frac{S}{167.8} + 1.0\right] \left[\frac{S}{461.7} + 1.0\right]}$$

B. ACCELEROMETER TRANSFER FUNCTION

$$\frac{Y(s)}{E(S)} = \frac{\frac{S}{235.8} + 1.0}{\left(\frac{S^2}{395.3} + \frac{2(.96)}{395.3} S + 1.0\right)}$$

C. ANGLE OF ATTACK SENSOR TRANSFER FUNCTION

$$\frac{Y(S)}{E(S)} = \frac{1.0}{\frac{S}{14.0} + 1.0}$$

Note: Transfer functions input degrees/second (or degrees) and output degrees/second (or degrees). The state variable model for the transfer functions in Eqs. 3.46 & 3.47 are developed using the procedures outlined in appendix F.

APPENDIX H

SIMULATION PROGRAM SUBROUTINES

Subroutine: FLITEL

Description: Reads in steady state flight conditions, stick and rudder commands, and control surface failure parameters.

Calling sequence: CALL FLITEL(mach,alt,alpha,nz,ncont,nst,
nstp,amp,rstf,lstf)

Input arguments: None

Output arguments:

mach	Steady state mach number
alt	Steady state altitude in feet
alpha	Steady state AOA in degrees
nz	Steady state normal acceleration. Normally 1.0.
ts	Sampling time in seconds
ncont	Control number: 1=Longitudinal stick 2=Lateral stick 3=Rudder deflection
nst, nstp	Control start time, and control stop time. Nst and nstp are actually the iteration number: Start time (secs.)=nst*ts Stop time (secs.)=nstp*ts
amp	Control amplitude given as deflection in inches
rstf, lstf	Right and left stabilator failure parameters respectfully: No failure = 0 Failure = 1

Subroutine: FLITE2

Operation: Reads in basic airframe matrices from the
'F/A-18' data file.

Calling arguments: CALL FLITE2(Fx,Gx,Hx,Dx,Fyz,Gyz,Hyz,Dyz,
Nfx,Ngx,Nhx,Ndx,Nfyz,Ngyz,Nhyz,Ndyz)

Input arguments: None

Output arguments:

Fx, Gx, Hx, Dx Longitudinal state matrices

Fyz, Gyz, Hyz, Dyz Lateral-directional state matrices

Nfx,Ngx,Nhx,Ndx
Nfyz,Ngyz,Nhyz,Ndyz Two-dimensional vectors giving the
number of rows and columns of the
respective matrices. Example,
Nfx(1) = Number rows in Fx
Nfx(2) = Number columns in Fx

Subroutine: LONLAT

Description: Generates the LONG and LATD matrices (Eqs. 3.38 and 3.39) based on the control surface failure parameters.

Computes the unimpaired input matrix, $Gm0$, to the modified airframe equations. The $Gm0$ matrix will be used in the reconfiguration algorithm.

Calling Arguments: CALL LONLAT(rstf, lstf, ifail, Gx, Gyz, LONG, LATD, Gm0, Nlong, Nlatd, Ngm0, Ngx, Ngyz)

Input arguments:

rstf, lstf Right and left stabilator failure parameters respectfully. (See subroutine FLITEL)

ifail Failure flag: No failure = 0
Failure = 1

Gx, Gyz Longitudinal and lateral-directional input matrices.

Ngx, Ngyz Two dimensional vectors giving the number of rows and columns of the Gx, and, Gyz matrices.

Output arguments:

LONG, LATD Matrices described in Section III.B. which split the control surface deflections into right and left hand sides. The LONG and LATD matrices reflect control surface failure or damage.

Gm0 The unimpaired input matrix to the modified airframe equations (Eq. 3.40). $Gm0$ is composed using the unimpaired LONG and LATD matrices. It is subsequently used in the reconfiguration algorithm.

Nlong, Nlatd Two dimensional vectors giving the number of rows and columns in the respective matrices.
Ngm0

Subroutine: AIRDAT

Description: Computes the air data inputs to the control laws based on standard atmosphere conditions.

Calling arguments: CALL AIRDAT(mach,alt,temp,rho,psi,a,ri)

Input arguments:

mach Steady state mach number
alt Steady state altitude in feet

Output arguments:

temp Standard atmosphere temperature in degrees rankine
rho Standard atmosphere density in lb-sec**2 / ft**4
psi Standard atmosphere pressure in lb/ft**2
a Sonic velocity in ft/sec
qc Dynamic pressure in lb/ft**2
ri Pressure ratio = qc/psi

Subroutine: MODEQ

Description: Composes the modified airframe matrices (Eqs. 3.40 and 3.41)

Calling Arguments: CALL MODEQ(Fx, Gx, Hx, Dx, Fyz, Gyz, Hyz, Dyz, LONG, LATD, Fm, Gm, Hm, Dm, Nfx, Ngx, Nhx, Ndx, Nfyz, Ngyz, Nhyz, Ndyz)

Input arguments:

Fx, Gx, Hx, Dx
Fyz, Gyz, Hyz, Dyz

Longitudinal and lateral-directional basic airframe matrices (Eqs. 3.32 - 3.35) Read in from subroutine FLIGHT1

LONG, LATD

LONG and LATD matrices (Eqs. 3.38 and 3.39) Generated in subroutine LONLAT

Nfx, Ngx, Nhx, Ndx
Nfyz, Ngyz, Nhyz, Ndyz
Nlong, Nlatd,

Two dimensional vectors giving the number of rows and columns in the respective matrix.

Output arguments:

Fm, Gm, Hm, Dm

Modified basic airframe matrices (Eqs. 3.40 and 3.41)

Nfm, Ngm, Nhm, Ndm

Row and column vectors as described as described above

Subroutine: SENSOR

Description: Composes the sensor matrices (Eqs. 3.47 and 3.46)

Calling arguments: CALL SENSOR(Fs,Gs,Hs,Nfs,Ngs,Nhs)

Input arguments: None

Output arguments:

Fs, Gs, Hs Sensor matrices

Nfs, Ngs, Nhs Two dimensional row and column vectors

Subroutine: ACTU

Description: Composes the actuator matrices (Eqs. 3.42 and 3.43)

Calling arguments: CALL ACTU(Fa,Ga,Ha,Nfa,Nga,Nha)

Input arguments: None

Output arguments:

Fa, Ga, Ha Actuator matrices

Nfa, Nga, Nha Two dimensional Row and column vectors

Subroutine: PLANT

Description: Composes the basic airframe plus actuator matrices (Eqs. 3.44 and 3.45)

Calling arguments: CALL PLANT(Fm,Gm,Hm,Dm,Fa,Ga,Ha,Fp,Gp,Hp,Nfm,Ngm,Nhm,Ndm,Nfa,Nga,Nha,Nfp,Ngp,Nhp)

Input arguments:

Fm, Gm, Hm, Dm	Modified basic airframe matrices (Eqs. 3.44 and 3.45) Generated in subroutine MODEQ.
Fa, Ga, Ha	Actuator matrices (Eqs. 3.42 and 3.43) Generated in subroutine ACTU.
Nfm, Ngm, Nhm, Ndm Nfa, Nga, Nha	Two dimensional row and column vectors

Output arguments:

Fp, Gp, Hp	Airframe plus actuator matrices
Nfp, Ngp, Nhp	Row and column vectors

Subroutine: LAWS

Description: Computes the function gains (App. A)

Computes the coefficients in the control law matrices

Composes the control law matrices

Calling arguments: CALL LAWS(alpha,nz,psi,qc,ri,ts,Ac,Bfc, Bc,Cc,Dfc,Dc,Nac,Nbfc,Nbc,Ncc,Ndfc,Ndc)

Input arguments:

alpha Steady state angle of attack in degrees
nz Steady state normal acceleration = 1.0
psi standard atmosphere pressure at steady state
 altitude in lb/ft**2
qc dynamic pressure in lb/ft**2
ri pressure ratio
ts sampling time in seconds

Output arguments:

Ac, Bfc, Bc Control law matrices (Eqs. 3.29 and 3.30)
Cc, Dfc, Dc

Nac, Nbfc, Nbc Row and column vectors
Ncc, Ndfc, Ndc

Subroutine: VGAIN

Description: Computes the variable gain matrix based on control surface impairment. The subroutine is designed to use reconfiguration algorithm introduced in Ref. 1.

Calling arguments: CALL VGAIN(ifail,ifix,Gm,Gm0,GAIN,Ngm,Ngm0, Ngain)

Input arguments:

ifail Control surface failure flag set in subroutine LONLAT; No failure = 0
Failure = 1

ifix Fix parameter. The GAIN matrix will be computed fo the impaired aircraft if ifix = 1 and ifail = 1. Ifix is read interactively by subroutine FLITEL.

Gm Airframe control matrix. From subroutine MODEQ.

Gm0 Unimpaired airframe control matrix. Generated in subroutine LONLAT. Note if none of the control surfaces are damaged or failed, Gm=Gm0.

Ngm, Ngm0 Row and column vectors

Output Arguements:

GAIN Variable gain matrix described in section III.A.

Ngain Row and column vector

Subroutine: EXPINT [Ref.5]

Description: Computes both the matrix exponential

$$A_{ps} = e^{F_{ps} * t_s}$$

and the integral

$$\int_0^{t_s} e^{F_{ps} * s} ds$$

Reference 5 gives the method used to perform the computations.

Calling arguments: CALL EXPINT(Fps, Nfps, Aps, Naps, Dum1, Ndum1, ts, iop, Dum2)

Input arguments:

- | | |
|------|--|
| Fps | Airframe plus actuator plus sensor transfer matrix. Generated in ARCRFT |
| Nfps | Two dimensional row and column vector |
| ts | Sampling time |
| iop | Print parameter: 0 = Do not print results
Otherwise print F_{ps} , T_s , $e^{F_{ps} * t_s}$ |
| Dum2 | Vector of working space for computations |

Output arguments:

- | | |
|------|--|
| Aps | Matrix exponential described above |
| Naps | Two dimensional row and column vector |
| Dum1 | The integral of the matrix exponential. To be used in computing the discrete control matrix B_{ps} . |

$$\begin{matrix} 43 \times 10 & 43 \times 43 & 43 \times 10 \\ B_{ps} = & Dum1 \times & G_{ps} \end{matrix}$$

The following subroutines perform the matrix operations necessary to compose the A/F-18 system matrices.

Subroutine: MULT [Ref.5]

Description: Performs the matrix multiplications.

Calling arguments: CALL MULT(A,NA,B,NB,C,NC)

Input arguments:

A, B Matrices to be multiplied

Na, Nb Two dimensional vector giving the number of rows and columns in A, and B.

Output arguments:

C Product of A and B, $C = AB$

Nc Row and column vector

Subroutine ADD and SUBT are called just as MULT.

Subroutine: NULL [Ref. 5]

Description: Generates a null matrix

Calling arguments: CALL NULL(A,NA)

Input arguments:

Na Two dimensional vector giving the number of rows
 and columns of the null matrix,
 Na(1) = Number of rows
 Na(2) = Number of columns

Output arguments:

A Null matrix having dimension Na(1) x Na(2)

Subroutine: JUXTR [Ref. 5]

Description: Juxtaposes two matrices by row

Calling arguments: CALL JUXTR(A,Na,B,Nb,C,Nc)

Input arguments:

A, B The two matrices to be juxtaposed by row

Na, Nb Row and column vectors

Output arguments:

C The juxtaposition of A and B $C = \begin{matrix} A \\ --- \\ B \end{matrix}$

Nc Row and column vector

Subroutine: JUXTC [Ref.5]

Description: Juxtaposes two matrices by column

Calling arguments: CALL JUXTR(A,Na,B,Nb,C,Nc)

Input arguments:

A, B The two matrices to be juxtaposed by column

Na, Nb Row and column vectors

Output arguments:

C The juxtaposition of A and B $C = A \mid B$

Nc Row and column vector

Subroutines: ADD and MULT

The calling sequences for these subroutines are exactly as described for those matrix operations above.

Subroutine: OUTPUT

Description: Outputs a matrix with rows and columns
numbered.

Calling Arguments: CALL OUTPUT(A,Na(1),Na(2),'A')

Input arguments:

A Matrix to be output

Na(1), Na(2) Number of rows and number of columns
in A respectfully

'A' Matrix name. Must be placed in quotes
and occupy four spaces.

Output arguments:

The A matrix is written to the FA18 RESULTS file

APPENDIX I.

F/A-18 EXEC PROGRAM

```
&TRACE OFF
CLRSCRN
GLOBAL TXTLIB VALTLIB VFORTLIB IMSLDP  NONIMSL  CMSLIB
GLOBAL LOADLIB VFLODLIB
FILEDEF 06 TERMINAL
FILEDEF 01 DISK F/A-18 DATA A1
FILEDEF 02 DISK F/A-18 RESULTS (LRECL 132
FILEDEF 03 DISK OPTMATD DATA A1
FILEDEF 04 DISK OPTPLOT DATA A1
&TYPE LOADING FA18 SIMULATION
LOAD FA18 ORACLS1 (START
&EXIT
```

APPENDIX J

FLIGHT CONDITIONS AND STABILITY AND CONTROL DERIVATIVES

A. FLIGHT CONDITIONS

MACH = 0.6	ALT = 10000.0	VTRUE = 646.42
ALPHA = 2.6184	THRUST = 3531.5	GAMA = 0.0
PCTHLC = 20.496	PCTHRC = 20.496	XIXX = 21227.0
DLHTD = 0.68914	DRHDT = 0.68914	XIXZ = -1827.0
DLAD = 0.0	DRAD = 0.0	
DLEFL = 3.0968	DLEFR = 3.0968	
DTEFL = 3.2647	DTEFR = 3.2647	
DRUDL = 0.0	DRUDR = 0.0	
FLARUD = 0.0	DELSE = 0.0	
CG = 0.2206	WAIT = 32550	
XIYY = 0.1220E+06	XIZZ = 0.13958E+06	

B. LONGITUDINAL DERIVATIVES

XU = -0.13257E-01	ZU = -0.73337E-01	MU = -0.12988E-04
XW = 0.71265E-01	ZW = -1.1526	MW = -0.11331E-01
XQ = 0.32650	ZO = -5.6525	MQ = -0.59346
XWD = 0.39729E-03	ZWD = -0.6917	MWD = -0.34049E-03
XDSB = 0.0	ZDSB = 0.0	MDSB = 0.0
XDTH = 0.14257	ZDTH = 0.0	MDTH = 0.0
XDS = -0.43034E-03	ZDS = -0.19801E-01	MDS = -0.24151E-02
XDLF = -0.412942E-03	ZDLF = 0.64114E-02	MDLF = -0.5230E-03
XDTF = 0.17674E-03	ZDTF = -0.45250E-01	MDTF = 0.32773E-01

C. LATERAL-DIRECTIONAL DERIVATIVES

YV = -0.2437	LV = -0.29125E-01	NV = 0.69481E-02
YVD = 0.0	LVD = 0.0	NVD = 0.0
YR = 0.77567	LR = 0.70076	NR = -0.21705
YP = 0.67478E-02	LP = -3.1241	NP = -0.15254E-01
YDA = 0.86683E-03	LDA = -0.43808E-02	NDA = 0.77305E-04
YDR = 0.52918E-02	LDR = 0.72058E-03	NDR = -0.46503E-03
YDLF = 0.0	LDLF = 0.0	NDLF = 0.0
YDHT = -0.21027E-02	LDHT = 0.39478E-02	NDHT = 0.57361E-04
YDTF = 0.0	LDTF = 0.24948	NDTF = -0.32655E-02

FLIGHT CONDITION PARAMETERS

<u>VARIABLE</u>	<u>DEFINITION</u>	<u>UNITS</u>
XMACH	MACH NUMBER	ND
ALT	ALTITUDE, MSL	FT
VTRUE	TRUE AIRSPEED	FT/SEC
ALFA	ANGLE OF ATTACK	DEG
THRUST	TOTAL ENGINE THRUST	LB
GAMA	FLIGHT PATH ANGLE	RAD
PCTHLC	LEFT THROTTLE POSITION COMMAND (100% = MAX AB)	PERCENT
PCTHRC	RIGHT THROTTLE POSITION COMMAND (100% = MAX AB)	PERCENT
DLHTD	LEFT HORIZONTAL STAB. DEFLECTION (+ TE DOWN)	DEG
DRHTD	RIGHT HORIZONTAL STAB. DEFLECTION (+ TE DOWN)	DEG
DLAD	LEFT AILERON DEFLECTION (+ TE DOWN)	DEG
DRAD	RIGHT AILERON DEFLECTION (+ TE DOWN)	DEG
DLEFL	LEFT LEADING EDGE FLAP DEFL (+ LE DOWN)	DEG
DLEFR	RIGHT LEADING EDGE FLAP DEFL. (+ LE DOWN)	DEG
DTEFL	LEFT TRAILING EDGE FLAP DEFL. (+ TE DOWN)	DEG
DTEFR	RIGHT TRAILING EDGE FLAP DEFL (+ TE DOWN)	DEG
DRUDL	LEFT RUDDER DEFLECTION (+ TE LEFT)	DEG
DRUDR	RIGHT RUDDER DEFLECTION (+ TE LEFT)	DEG
FLARUD	FLARED RUDDER (PA/TO ONLY)	DEG
DELSB	SPEEDBRAKE DEFLECTION	DEG
CG	LONG. CENTER OF GRAVITY LOCATION IN PCT MAC	PERCENT
WAIT	AIRCRAFT WEIGHT	LB
XIXX	MOMENT OF INERTIA ABOUT X-BODY AXIS	SLUG-FT ²
XIYY	MOMENT OF INERTIA ABOUT Y-BODY AXIS	SLUG-FT ²
XIZZ	MOMENT OF INERTIA ABOUT Z-BODY AXIS	SLUG-FT ²
XIXZ	XZ PLANE PRODUCT OF INERTIA	SLUG-FT ²

APPENDIX K

F/A-18 RESULTS FILE

AIRCRAFT FLIGHT CONDITIONS AND SAMPLING TIME

MACH = 0.6000E+00 ALT = 0.1000E+05 ALPHA = 0.2618E+01
 NZ = 0.1000E+01 TS = 0.1250E-01

CONTROL PARAMETERS, AND FAILURE PARAMETERS

START TIME = 80 STOP TIME = 240
 AMPLITUDE = 0.50E+00 CONTROL NUMBER = 1
 RIGHT STAB FAILURE = 0 LEFT STAB FAILURE = 0

FX MATRIX

	1	2	3	4
1	-0.133E-01	0.713E-01	-0.292E+02	-0.322E+02
2	-0.728E-01	0.114E+01	0.636E+03	-0.146E+01
3	0.118E-04	-0.109E-01	0.810E+00	0.497E-03
4	0.000E+00	0.000E+00	0.100E+01	0.000E+00

GX MATRIX

	1	2	3
1	0.000E+00	0.000E+00	0.000E+00
2	-0.197E-01	0.637E-02	-0.449E-01
3	-0.241E-02	0.525E-03	0.328E-01
4	0.000E+00	0.000E+00	0.000E+00

HX MATRIX

	1	2	3	4
1	0.000E+00	0.000E+00	0.100E+01	0.000E+00
2	-0.728E-01	0.114E+01	0.561E+01	0.000E+00
3	0.000E+00	0.155E-02	0.000E+00	0.000E+00

DX MATRIX

	1	2	3
1	0.000E+00	0.000E+00	0.000E+00
2	-0.197E-01	0.637E-02	-0.449E-01
3	0.000E+00	0.000E+00	0.000E+00

FYZ MATRIX

1	-0.244E+00	0.645E+03	0.295E+02	0.322E+02
2	0.695E-02	0.217E+00	0.153E-01	0.000E+00
3	-0.291E-01	0.701E+00	0.312E+01	0.000E+00
4	0.000E+00	0.457E-01	0.100E+01	0.000E+00

GYZ MATRIX

1	-0.210E-02	0.000E+00	0.000E+00	0.867E-03	0.529E-02
2	0.574E-04	0.000E+00	0.327E-02	0.773E-04	0.465E-03
3	0.395E-02	0.000E+00	0.249E+00	0.438E-02	0.721E-03
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

HYZ MATRIX

1	0.000E+00	0.100E+01	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.100E+00	0.000E+00
3	-0.244E+00	0.776E+00	0.676E-02	0.000E+00

DYZ MATRIX

1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	-0.210E-02	0.000E+00	0.000E+00	0.867E-03	0.529E-02

AIR DATA CALCULATIONS

T = 0.4831D+03 RHO = 0.1755D-02 PSI = 0.1455D+04
 A = 0.1078D+04 QC = 0.3671D+03 RI = 0.2522D+00

GMO MATRIX

1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	-0.983E-02	0.983E-02	0.318E-02	0.318E-02	0.225E-01	0.225E-01	0.000E+00
3	-0.120E-02	0.120E-02	0.263E-03	0.263E-03	0.164E-01	0.164E-01	0.000E+00
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.210E-02	0.210E-02	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.867E-03
6	-0.574E-04	0.574E-04	0.000E+00	0.000E+00	0.327E-02	0.327E-02	0.773E-04
7	-0.395E-02	0.395E-02	0.000E+00	0.000E+00	0.249E+00	0.249E+00	0.438E-02
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
9	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
10	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

3 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 5 0.867E-03 0.265E-02 0.233E-03
 6 0.773E-04 0.233E-03 0.360E-03
 7 -0.438E-02 0.360E-03 0.000E+00
 8 0.000E+00 0.000E+00 0.000E+00

LNG MATRIX

1	0.500E+00	0.500E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.500E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.000E+00	0.000E+00	0.500E+00	0.000E+00	0.000E+00	0.000E+00
1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

LAT MATRIX

1	-0.100E+01	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00
1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
4	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

FM MATRIX

1	-0.133E-01	0.713E-01	0.292E+02	0.322E+02	0.000E+00	0.000E+00	0.000E+00
2	-0.728E-01	0.114E-01	0.636E+03	0.146E+01	0.000E+00	0.000E+00	0.000E+00
3	0.118E-04	0.109E-01	0.810E+00	0.497E-03	0.000E+00	0.000E+00	0.000E+00
4	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
6	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.244E+00	0.645E+03	0.295E+02
7	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.695E-02	0.217E+00	0.153E-01
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.291E-01	0.701E+00	0.312E+01
1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.457E-01	0.100E+01
2	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

4 0.000E+00
 5 0.322E+02
 6 0.000E+00
 7 0.000E+00
 8 0.000E+00

GM MATRIX
 1 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 2 -0.172E-03 0.172E-03 0.556E-04 0.458E-05 0.556E-04 0.392E-03 0.000E+00
 3 -0.210E-04 0.210E-04 0.000E+00 0.000E+00 0.458E-05 0.286E-03 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 5 0.367E-04 0.367E-04 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.151E-04
 6 -0.100E-05 0.100E-05 0.000E+00 0.000E+00 0.000E+00 0.570E-04 0.135E-05
 7 -0.689E-04 0.689E-04 0.000E+00 0.000E+00 0.000E+00 0.435E-02 0.764E-04
 8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 9 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 10 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 1 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 2 0.000E+00 0.000E+00 0.000E+00
 3 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00
 5 0.151E-04 0.462E-04 0.462E-04
 6 0.135E-05 0.406E-05 0.406E-05
 7 -0.764E-04 0.629E-05 0.629E-05
 8 0.000E+00 0.000E+00 0.000E+00

HM MATRIX
 1 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 2 -0.226E-02 0.355E-01 0.174E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 3 0.000E+00 0.887E-01 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.573E+02 0.000E+00
 5 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.573E+01
 6 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.241E-01 0.210E-03
 7 0.000E+00
 8 0.000E+00
 9 0.000E+00
 10 0.000E+00
 1 0.000E+00
 2 0.000E+00
 3 0.000E+00
 4 0.000E+00
 5 0.000E+00
 6 0.000E+00

DM MATRIX
 1 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 2 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 3 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 5 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 6 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 7 0.000E+00
 8 0.000E+00

6	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
7	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
8	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
9	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
10	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
11	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
12	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
13	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
14	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
15	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
16	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
17	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
18	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
19	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
20	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
21	0	-0	10	E+01	0	-0	00	E+00	0	-0	00	E+00
22	-0	-0	99	E+02	0	-0	00	E+00	0	-0	00	E+00
23	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
24	0	-0	00	E+00	0	-0	52	E+04	0	-0	99	E+02

GA	MATRIX											
1	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
2	0	-0	21	E+04	0	-0	00	E+00	0	-0	00	E+00
3	0	-0	30	E+06	0	-0	00	E+00	0	-0	00	E+00
4	0	-0	27	E+08	0	-0	00	E+00	0	-0	00	E+00
5	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
6	0	-0	00	E+00	0	-0	21	E+04	0	-0	00	E+00
7	0	-0	00	E+00	0	-0	30	E+06	0	-0	00	E+00
8	0	-0	00	E+00	0	-0	27	E+08	0	-0	00	E+00
9	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
10	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
11	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
12	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
13	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
14	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
15	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
16	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
17	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
18	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
19	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
20	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
21	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
22	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
23	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00
24	0	-0	00	E+00	0	-0	00	E+00	0	-0	00	E+00

1 0.000E+00
2 0.000E+00
3 0.000E+00
4 0.000E+00
5 0.000E+00
6 0.000E+00
7 0.000E+00
8 0.000E+00
9 0.100E+01
10 0.100E+01

FUNCTION VALUES

LONGITUDINAL FUNCTION VALUES

F012 = 0.1606D+01 F020 = 0.7000D+01 F022 = 0.0000D+00
F024 = 0.3666D+01 F025 = 0.1700D+02 F027 = 0.3477D+01
F028 = 0.2965D+02 F29U = 0.3401D+02 F29L = 0.0000D+00
F32A = 0.2724D+00 F32B = 0.1174D+00 F037 = 0.1000D+01
F040 = 0.1235D+00 F068 = 0.3362D+00

LATERAL FUNCTION VALUES

F001 = 0.3220D+01 F004 = 0.1388D-16 F006 = 0.2000D+00
F007 = 0.1000D+02 F013 = 0.1516D+00 F031 = 0.1600D+00
F034 = 0.1000D+01 F035 = 0.1000D+01 F036 = 0.1000D+01
F039 = -.2220D-15 F041 = 0.1000D+01 F093 = 0.0000D+00
F101 = 0.0000D+00

DIRECTIONAL FUNCTION VALUES

F010 = 0.8440D+00 F014 = 0.1975D+00 F017 = 0.0000D+00
F030 = 0.6076D+00 F038 = -.8240D-01 F042 = 0.7610D+00
F045 = 0.1000D+01 F090 = 0.1650D+02 F096 = 0.8008D+00

F112 = 0.0000D+00 F113 = 0.4000D-04 F114 = 0.8234D-01

FILTER COEFFICIENTS

F2N1 = 0.1000D+01 P2N2 = -.4118D+00 P2D = 0.4118D+00
P5N1 = 0.1351D+00 P5N2 = 0.1351D+00 P5D = 0.7297D+00
P9N1 = 0.1250D-01 P9N2 = 0.0000D+00 P9D = 0.1000D+01
P11N1 = 0.1577D-01 P11N2 = 0.1577D-01 P11D = 0.9685D+00
P12N1 = 0.7849D-02 P12N2 = 0.7849D-02 P12D = 0.9843D+00
Y3N1 = 0.9938D+00 Y3N2 = -.9938D+00 Y3D = 0.9876D+00
Y5N1 = 0.1494D+01 Y5N2 = -.1469D+01 Y5D = 0.9753D+00

CONTROL SYSTEM COEFFICIENTS

LONGITUDINAL COEFFICIENTS

QST1 = -.2574D-02 QST2 = 0.7481D-03 QST3 = 0.2144D+00
NZST1 = 0.1914D-01 NZST2 = 0.2108D+00 NZST3 = 0.1314D+00
PXST1 = 0.3828D-01 PXST2 = 0.1945D+01 AALE1 = 0.4124D-01
AALE2 = 0.2095D-01 AATE1 = 0.2188D-01 AATE2 = 0.1103D-01

LATERAL COEFFICIENTS

RRST = 0.2400D-01 PYST = 0.9764D+00 PZST = -.1166D-16
RRLE = 0.0000D+00 PYLE = 0.0000D+00 KRTE = 0.1920D-01
FYTE = 0.7811D+00 RRA = 0.6000D-01 PYA = 0.2441D+01
FZA = -.2916D-16

DIRECTIONAL COEFFICIENTS

YRR1 = 0.8564D-02 YRR2 = -.6894D+00 NYR = 0.1650D+02
 RRR1 = -.4940D-02 RRR2 = 0.7804D-04 RRR3 = 0.3881D+00
 FYR1 = 0.3175D-02 PYR2 = -.3890D+00 PZR1 = 0.0000D+00
 EZR2 = -.9875D-01

AC	MATRIX	1	2	3	4	5	6	7
1	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.412E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
4	0.000E+00	0.000E+00	0.000E+00	0.730E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00
6	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.968E+00	0.000E+00
7	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.984E+00
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
9	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
10	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
11	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
12	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
6	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
7	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
8	0.988E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
9	0.000E+00	0.988E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
10	0.000E+00	0.000E+00	0.975E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
11	0.000E+00	0.000E+00	0.000E+00	0.975E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
12	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.975E+00	0.000E+00	0.000E+00

BFC	MATRIX	1	2	3	4	5	6
1	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
3	0.000E+00	0.100E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
6	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

2	0-.000E+00	0-.000E+00	0-.209E-01	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
3	0-.000E+00	0-.000E+00	0-.110E-01	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
4	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.240E-01	0-.000E+00	0-.000E+00
5	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
6	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.192E-01	0-.000E+00	0-.000E+00
7	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.600E-01	0-.000E+00	0-.000E+00
8	0-.000E+00	0-.000E+00	0-.000E+00	0-.689E+00	0-.388E+00	0-.165E+02	

DC

MATRIX							
1	-0.195E+01	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
2	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
3	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
4	0-.000E+00	0-.976E+00	0-.117E-16	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
5	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
6	0-.000E+00	0-.781E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
7	0-.000E+00	0-.244E+01	0-.292E-16	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
8	0-.000E+00	0-.389E+00	0-.987E-01	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00

AF18

MATRIX							
1	0.100E+01	0-.909E-03	0-.362E+00	0-.402E+00	0-.000E+00	0-.000E+00	0-.000E+00
2	-0.903E-03	0-.985E+00	0-.785E+01	0-.179E-01	0-.000E+00	0-.000E+00	0-.000E+00
3	0.209E-06	0-.135E-03	0-.989E+00	0-.738E-05	0-.000E+00	0-.000E+00	0-.000E+00
4	0.118E-08	0-.848E-06	0-.124E-01	0-.100E+01	0-.000E+00	0-.000E+00	0-.000E+00
5	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.997E+00	0-.804E+01	0-.365E+00
6	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.356E-04	0-.997E+00	0-.171E-03
7	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.222E-05	0-.100E-01	0-.962E+00
8	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.631E-03	0-.123E-01
9	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
10	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
11	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
12	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
13	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
14	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
15	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
16	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
17	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
18	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
19	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
20	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
21	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
22	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
23	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
24	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00
25	0.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00	0-.000E+00

42	0	195E-07	0	158E-09	0	000E+00	0	000E+00	0	000E+00
43	-0	131E-04	0	994E-07	0	000E+00	0	000E+00	0	000E+00
44	0	000E+00	0	000E+00	0	100E+01	0	000E+00	0	000E+00
45	0	000E+00	0	000E+00	0	100E+01	0	000E+00	0	000E+00
46	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	100E+01
47	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	100E+01
48	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
49	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
50	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
51	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
52	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
53	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
54	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
55	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
1	0	000E+00	0	336E-11	0	000E+00	0	000E+00	0	000E+00
2	0	000E+00	0	429E-10	0	000E+00	0	000E+00	0	000E+00
3	0	000E+00	0	357E-10	0	000E+00	0	000E+00	0	000E+00
4	0	000E+00	0	115E-12	0	000E+00	0	000E+00	0	000E+00
5	0	000E+00	0	000E+00	0	164E-08	0	105E-08	0	392E-07
6	0	000E+00	0	000E+00	0	120E-09	0	762E-10	0	287E-08
7	0	000E+00	0	000E+00	0	183E-09	0	897E-09	0	439E-08
8	0	000E+00	0	000E+00	0	596E-12	0	288E-11	0	143E-10
9	0	000E+00	0	000E+00	0	000E+00	0	224E-02	0	000E+00
10	0	000E+00	0	000E+00	0	000E+00	0	262E+00	0	000E+00
11	0	000E+00	0	000E+00	0	000E+00	0	476E+02	0	000E+00
12	0	000E+00	0	000E+00	0	000E+00	0	625E+04	0	000E+00
13	0	000E+00	0	000E+00	0	000E+00	0	224E-02	0	000E+00
14	0	000E+00	0	000E+00	0	000E+00	0	262E+00	0	000E+00
15	0	000E+00	0	000E+00	0	000E+00	0	476E+02	0	000E+00
16	0	000E+00	0	000E+00	0	000E+00	0	625E+04	0	000E+00
17	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
18	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
19	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
20	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
21	0	000E+00	0	000E+00	0	000E+00	0	000E+00	0	000E+00
22	0	000E+00	0	000E+00	0	000E+00	0	149E-02	0	000E+00
23	0	000E+00	0	000E+00	0	000E+00	0	212E+00	0	000E+00
24	0	000E+00	0	000E+00	0	000E+00	0	149E-02	0	000E+00
25	0	000E+00	0	000E+00	0	000E+00	0	212E+00	0	000E+00
26	0	000E+00	0	000E+00	0	000E+00	0	176E-01	0	000E+00
27	0	000E+00	0	000E+00	0	000E+00	0	220E+01	0	000E+00
28	0	000E+00	0	000E+00	0	000E+00	0	176E-01	0	000E+00
29	0	000E+00	0	000E+00	0	000E+00	0	220E+01	0	000E+00
30	0	000E+00	0	000E+00	0	181E+00	0	102E+00	0	433E+01
31	0	000E+00	0	000E+00	0	224E+02	0	126E+02	0	536E+03
32	0	000E+00	0	000E+00	0	181E+00	0	102E+02	0	433E+01
33	0	000E+00	0	154E-08	0	224E+02	0	126E+02	0	536E+03

7	0	0	00E+00	0	0	32E-07	0	263E-10
8	0	0	00E+00	0	0	103E-09	0	854E-13
9	-	0	182E+00	0	0	912E-01	0	109E-17
10	-	0	212E+02	0	0	106E+02	0	127E-15
11	-	0	386E+04	0	0	194E+04	0	231E-13
12	-	0	507E+06	0	0	254E+06	0	304E-11
13	-	0	182E+00	0	0	912E-01	0	109E-17
14	-	0	212E+02	0	0	106E+02	0	127E-15
15	-	0	386E+04	0	0	194E+04	0	231E-13
16	-	0	507E+06	0	0	254E+06	0	304E-11
17	0	0	00E+00	0	0	00E+00	0	00E+00
18	0	0	00E+00	0	0	00E+00	0	00E+00
19	0	0	00E+00	0	0	00E+00	0	00E+00
20	0	0	00E+00	0	0	00E+00	0	00E+00
21	0	0	00E+00	0	0	605E-01	0	00E+00
22	0	0	00E+00	0	0	863E+01	0	00E+00
23	0	0	00E+00	0	0	605E-01	0	00E+00
24	0	0	00E+00	0	0	863E+01	0	00E+00
25	0	0	00E+00	0	0	716E+00	0	855E-17
26	0	0	00E+00	0	0	896E+02	0	107E-14
27	0	0	00E+00	0	0	716E+00	0	855E-17
28	0	0	00E+00	0	0	896E+02	0	107E-14
29	0	0	00E+00	0	0	102E+00	0	259E-01
30	0	0	00E+00	0	0	126E+02	0	321E+01
31	0	0	00E+00	0	0	102E+00	0	259E-01
32	0	0	00E+00	0	0	126E+02	0	321E+01
33	0	0	284E-07	0	0	00E+00	0	00E+00
34	-	0	149E-04	0	0	00E+00	0	00E+00
35	-	0	303E-07	0	0	00E+00	0	00E+00
36	-	0	182E-04	0	0	00E+00	0	00E+00
37	0	0	258E-10	0	0	00E+00	0	00E+00
38	0	0	00E+00	0	0	124E-07	0	754E-09
39	0	0	00E+00	0	0	650E-05	0	396E-06
40	0	0	00E+00	0	0	139E-06	0	116E-09
41	0	0	00E+00	0	0	728E-04	0	607E-07
42	0	0	00E+00	0	0	261E-08	0	116E-08
43	0	0	00E+00	0	0	156E-05	0	696E-06
44	0	0	00E+00	0	0	00E+00	0	00E+00
45	0	0	00E+00	0	0	00E+00	0	00E+00
46	0	0	00E+00	0	0	00E+00	0	00E+00
47	0	0	00E+00	0	0	00E+00	0	00E+00
48	0	0	100E+01	0	0	00E+00	0	00E+00
49	0	0	100E+00	0	0	00E+00	0	00E+00
50	0	0	00E+00	0	0	00E+00	0	00E+00
51	0	0	00E+00	0	0	00E+00	0	00E+00
52	0	0	00E+00	0	0	00E+00	0	00E+00
53	0	0	00E+00	0	0	00E+00	0	00E+00
54	0	0	00E+00	0	0	100E+01	0	00E+00

MCDONNELL DOUGLAS MODEL RESPONSE PLOTS

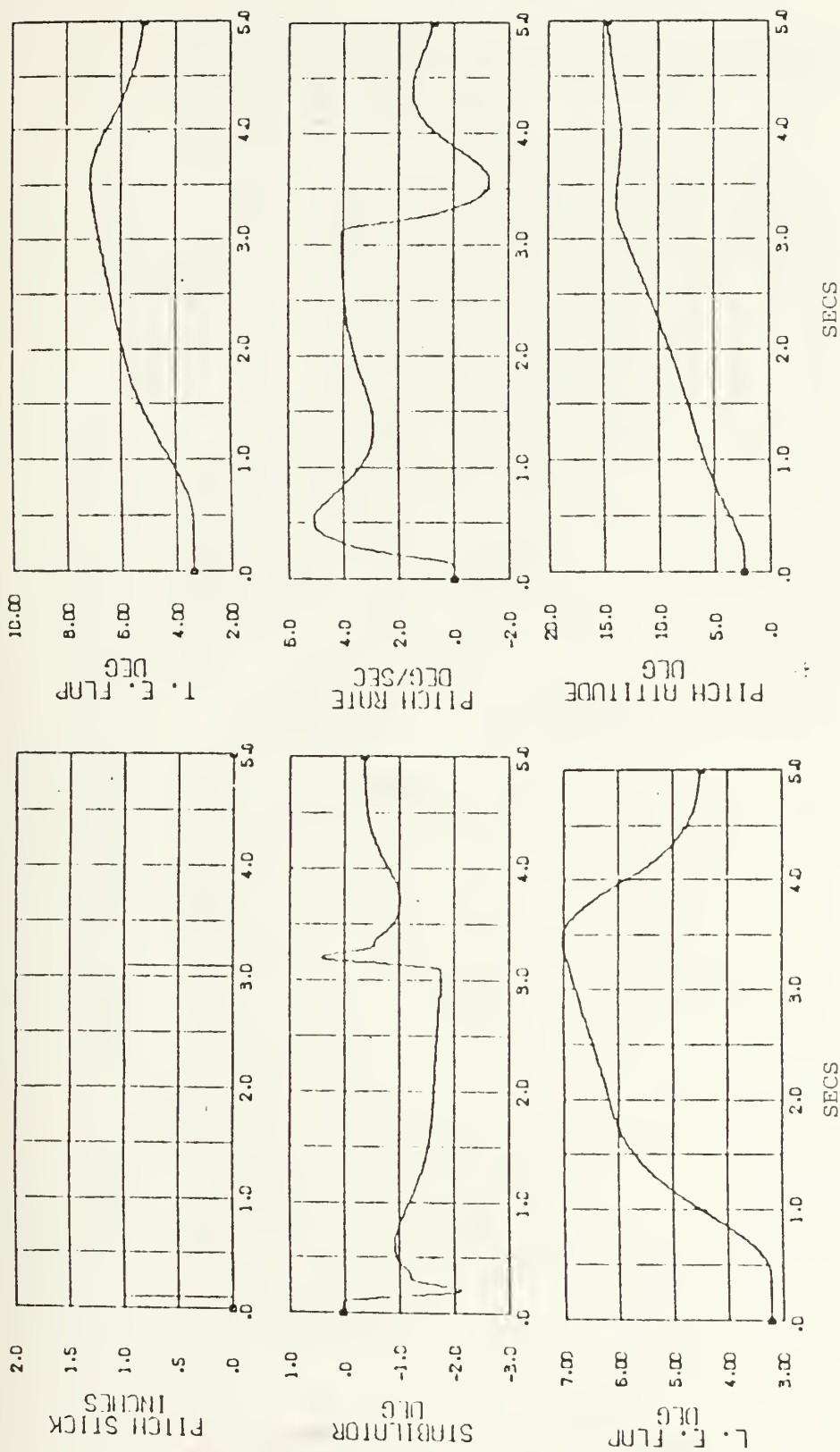


Figure L.1 Longitudinal Stick Response Mach 0.6/10,000 Feet

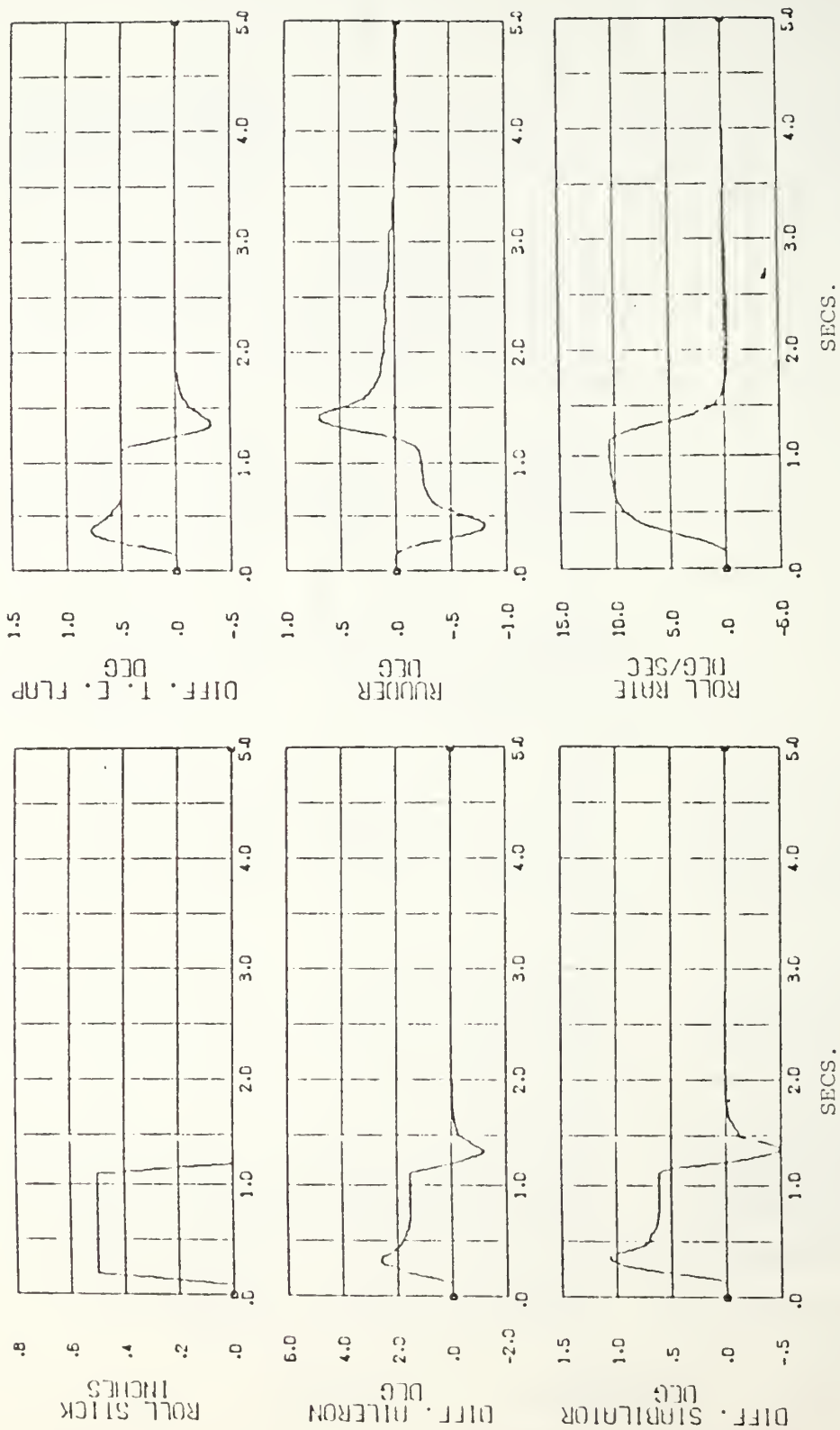


Figure L.2 Lateral Stick Response Mach 0.6/10,000 Feet

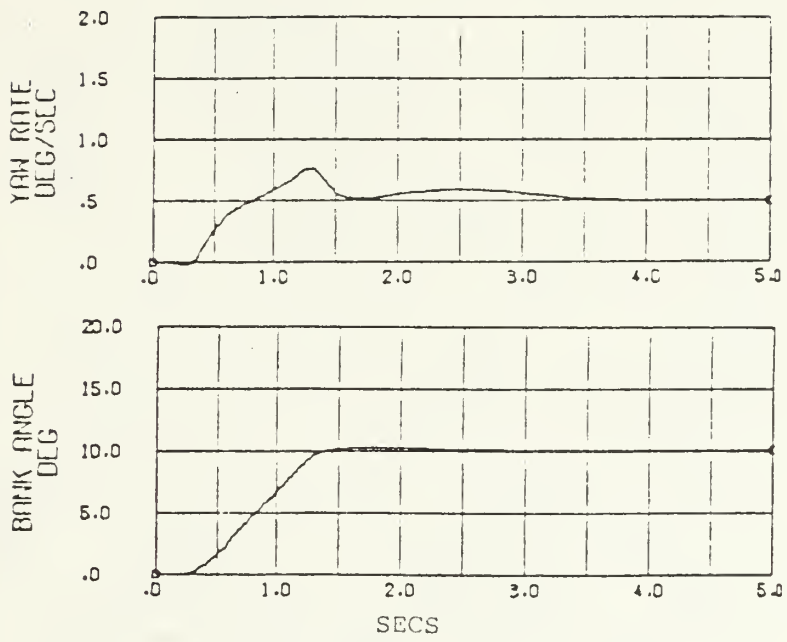


Figure L.2 Continued

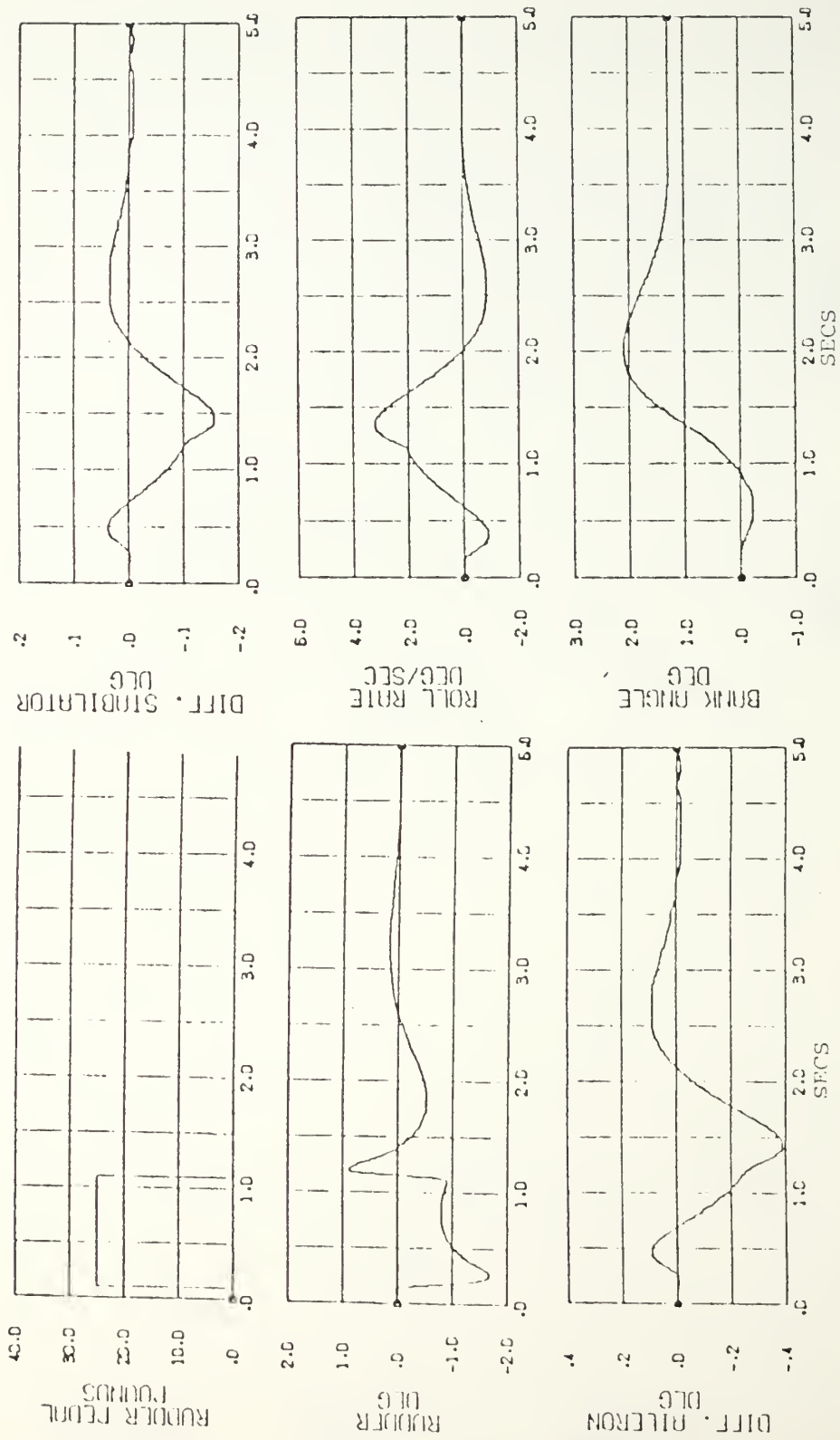


Figure L.3 Rudder Response Mach 0.6/10,000 Feet

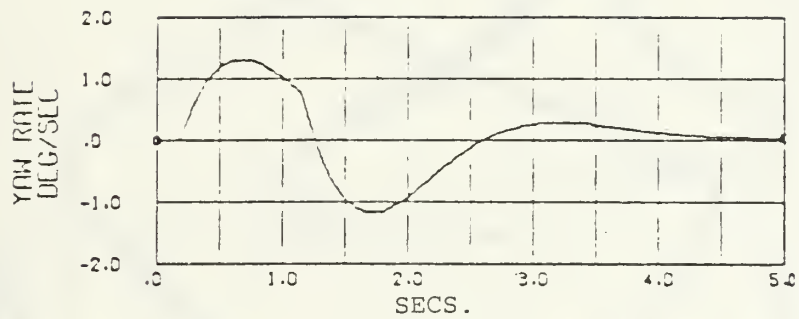


Figure L.3 Continued

APPENDIX M THESIS LEVEL RESPONSE PLOTS

F-18 RESPONSE TO 3 SEC 1 IN LONG PULSE

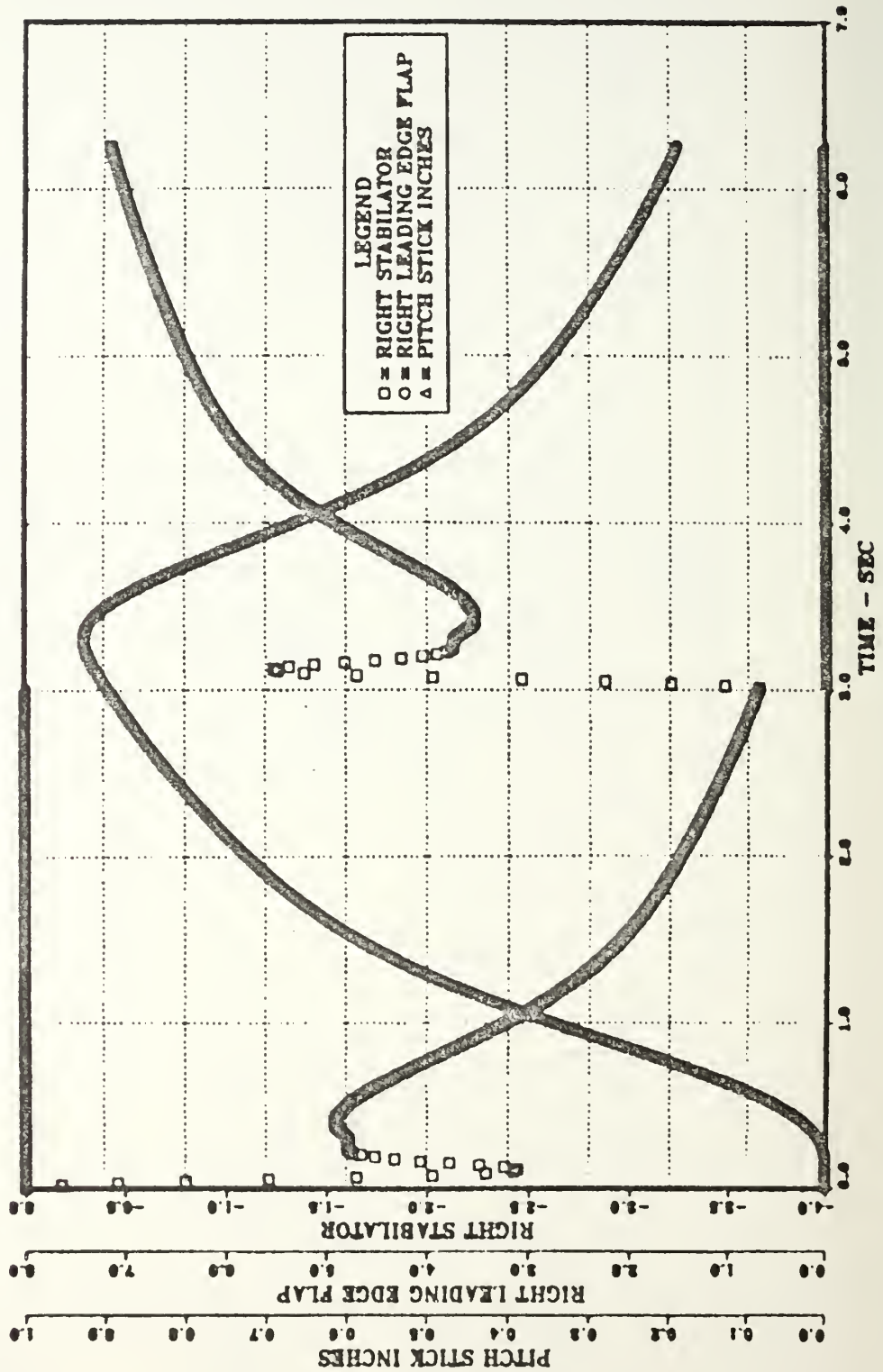


Figure M.1

F-18 RESPONSE TO 3 SEC 1 IN LONG PULSE

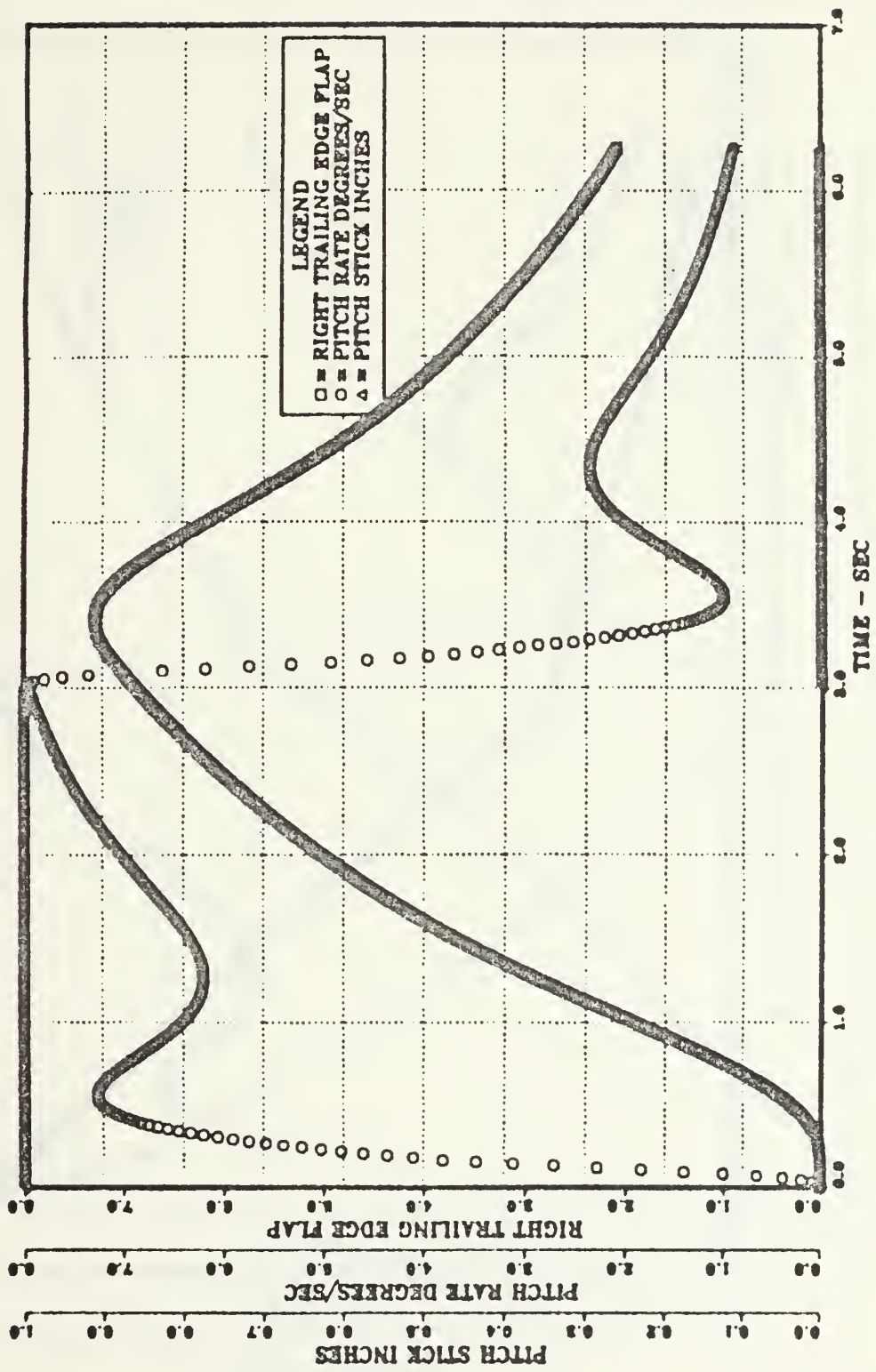


Figure M.2

F-18 RESPONSE TO 3 SEC 1 IN LONG PULSE

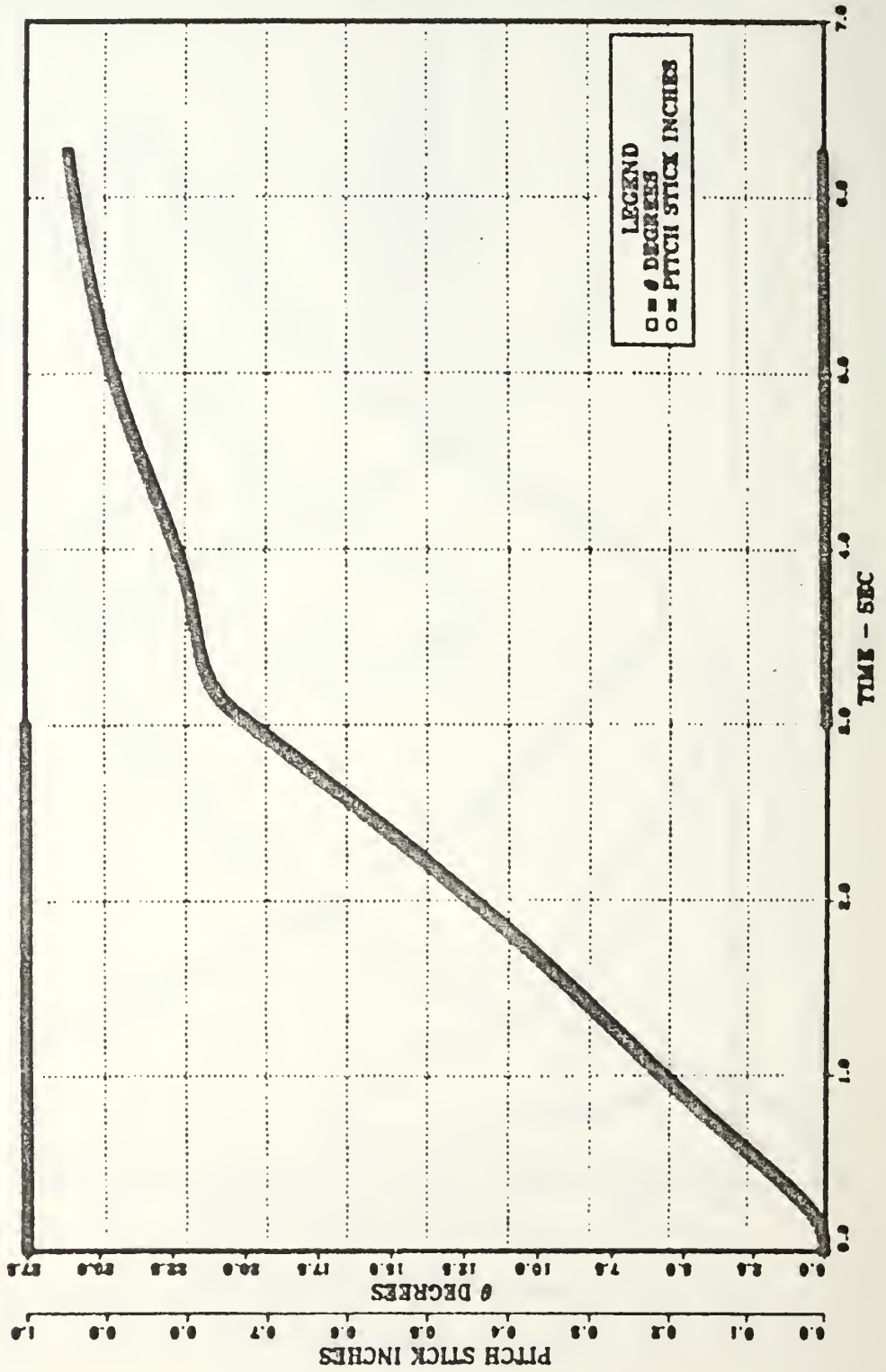


Figure M.3

F-18 RESPONSE TO 1.0 IN 3 SEC.
 LONGITUDINAL PULSE WITH
 RIGHT STABILATOR CENTERED AND LOCKED

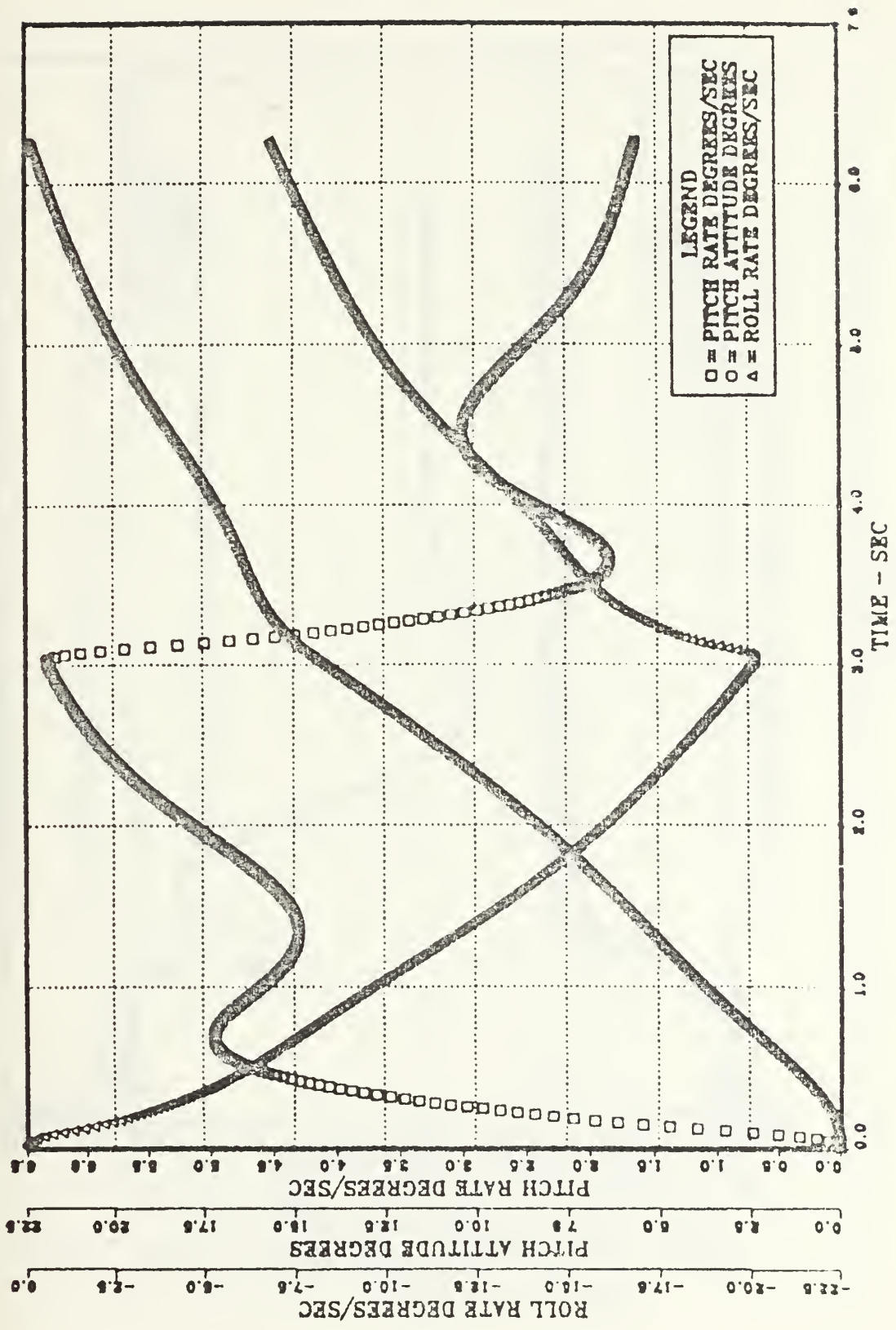


Figure M.4

F-18 RESPONSE TO 1 SEC 0.5 IN LAT PULSE

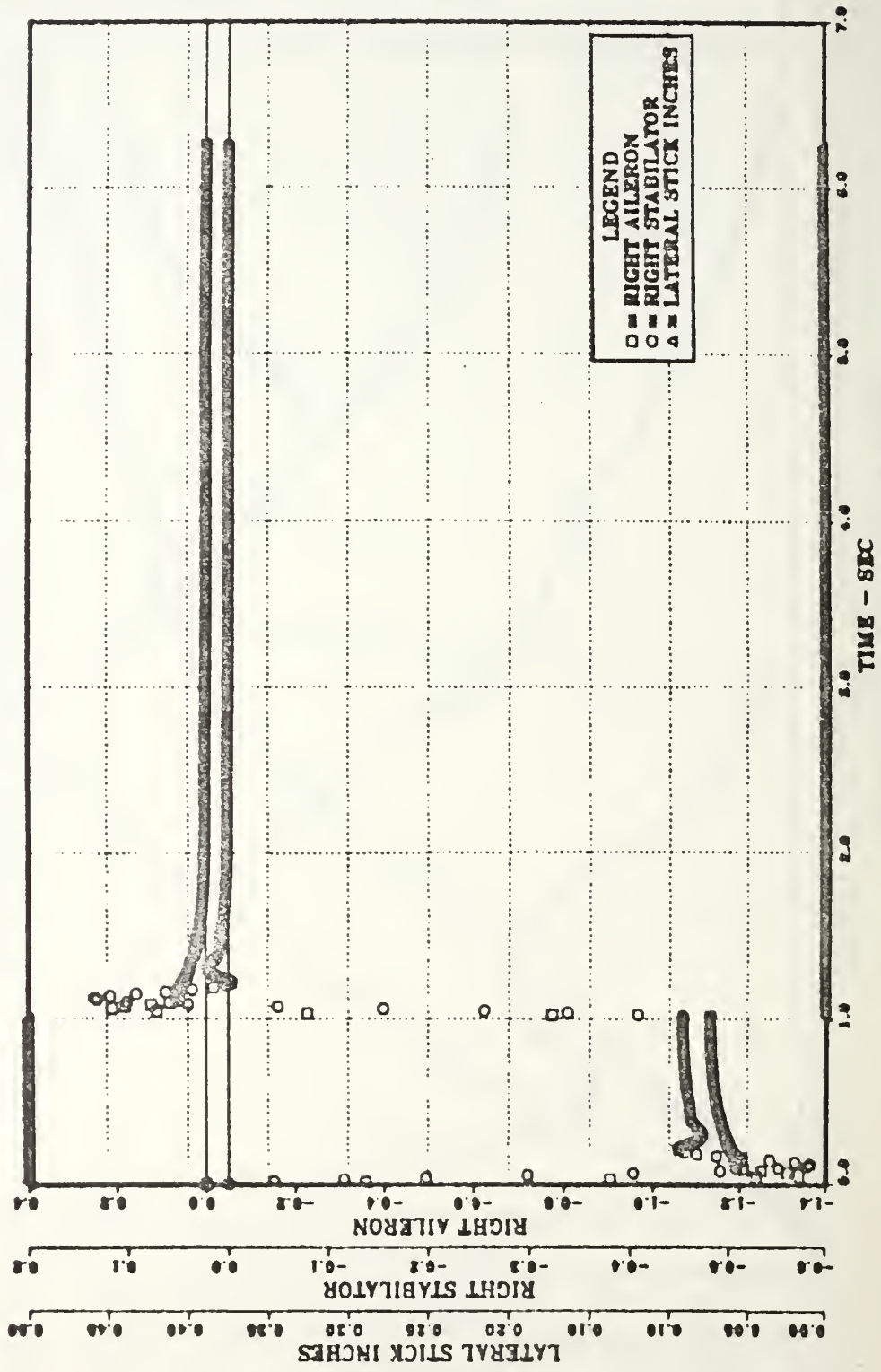


Figure M.5

F-18 RESPONSE TO 1 SEC 0.5 IN LAT PULSE

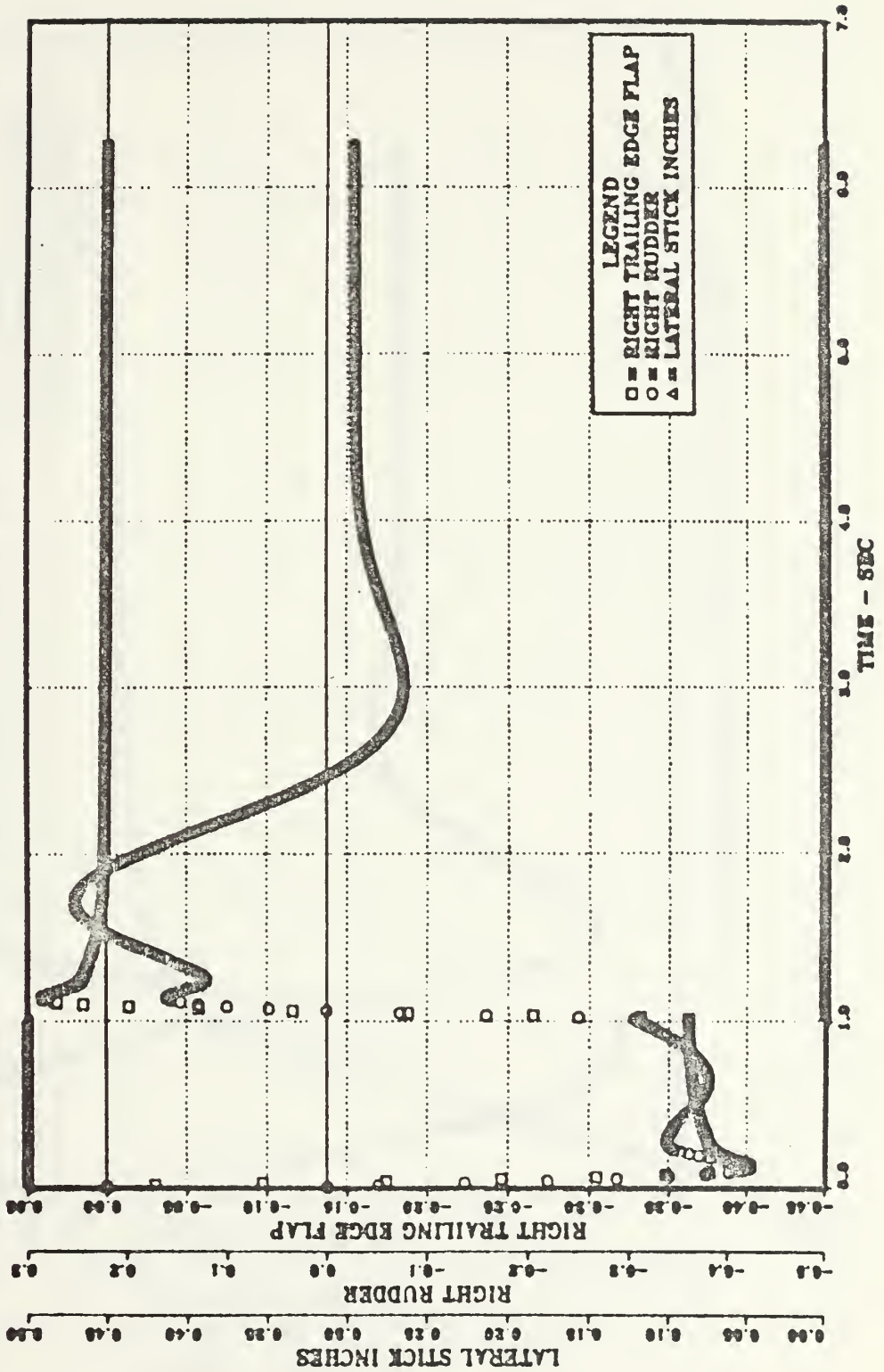


Figure M.6

F-18 RESPONSE TO 1 SEC 0.5 IN LAT PULSE

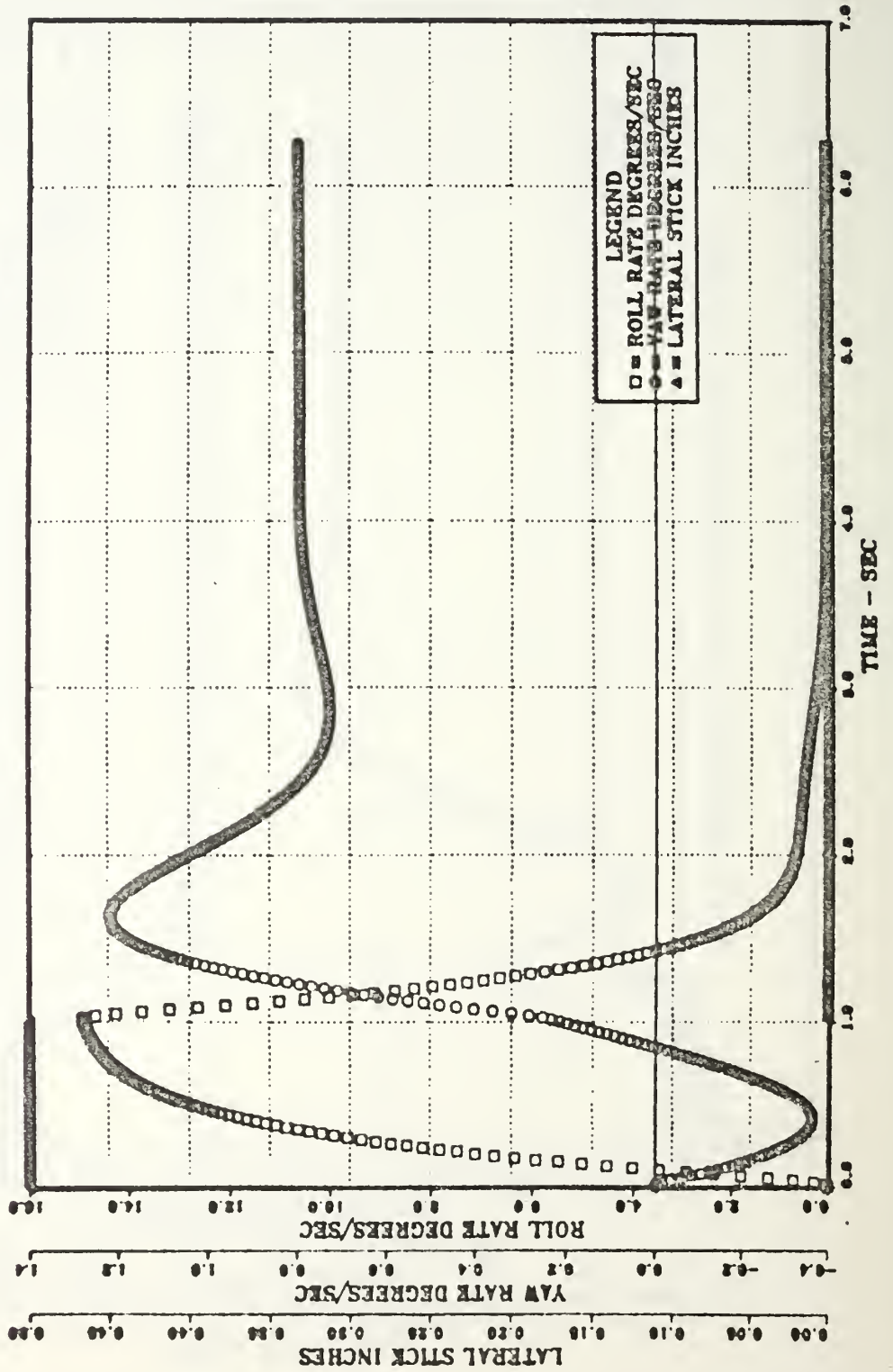


Figure M.7

F-18 RESPONSE TO 1 SEC 0.5 IN LAT PULSE

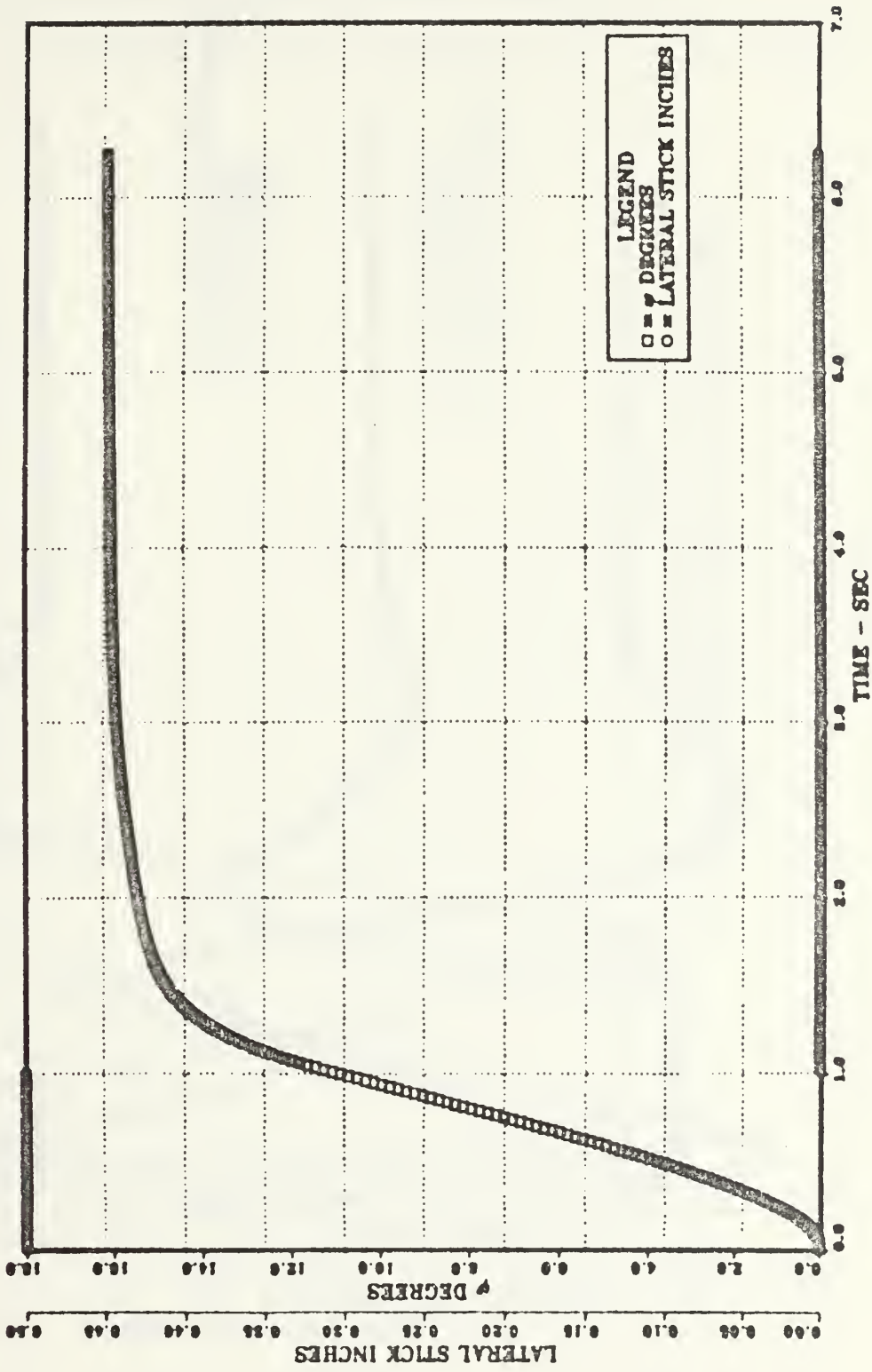


Figure M.8

F-18 RESPONSE TO 1 SEC 0.5 IN DIR PULSE

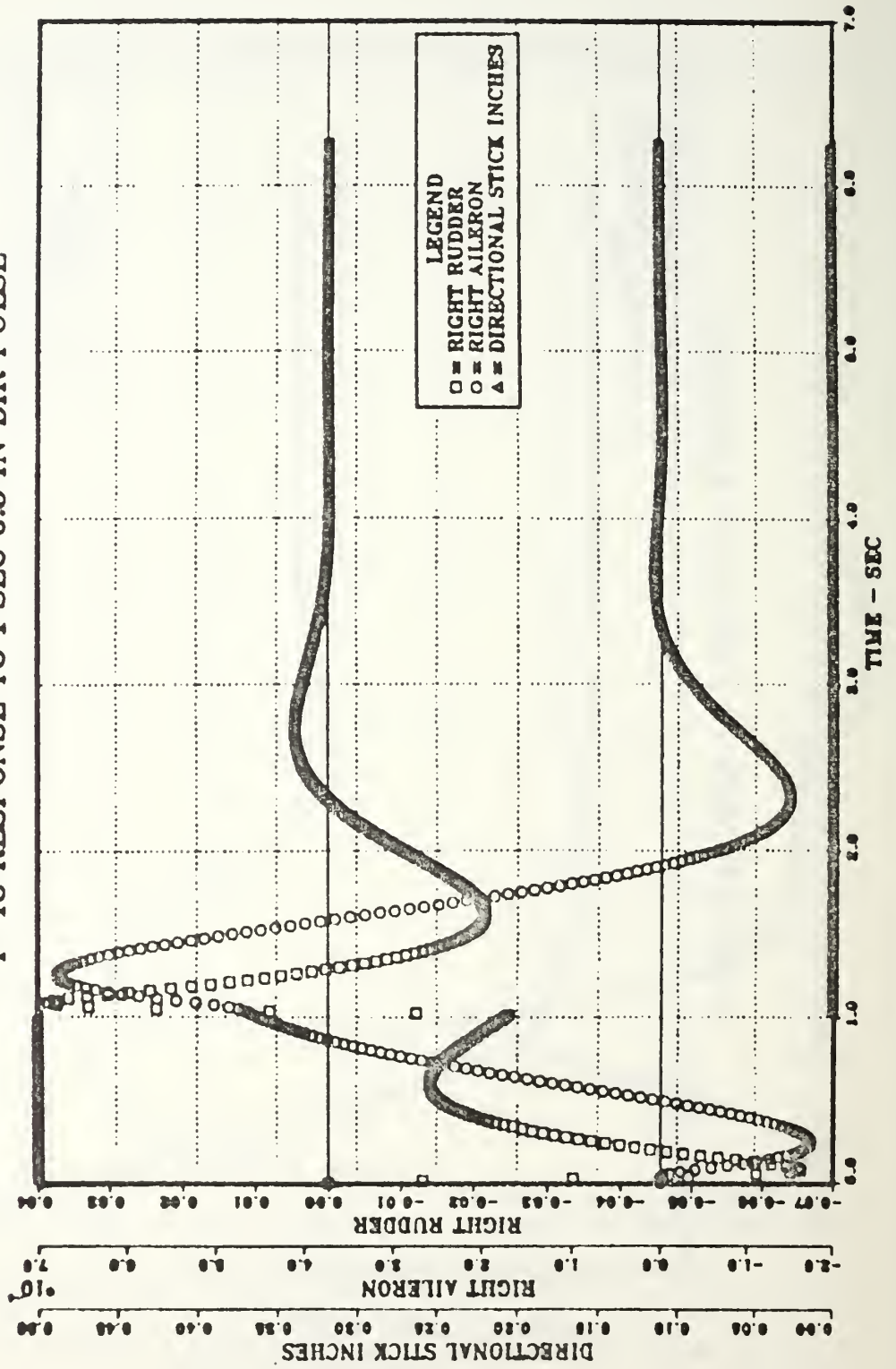


Figure M.9

F-18 RESPONSE TO 1 SEC 0.5 IN DIR PULSE

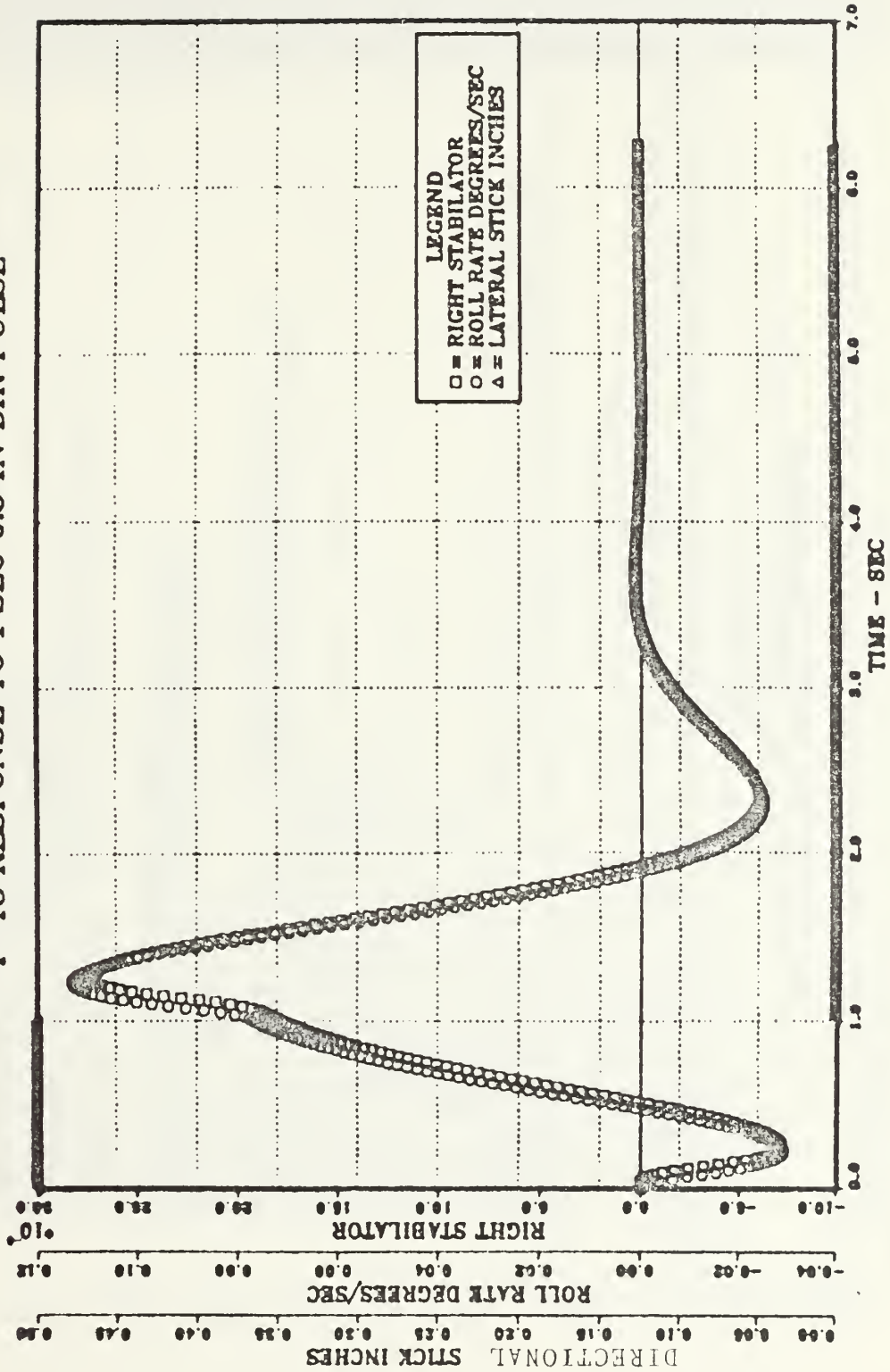


Figure M.10

APPENDIX N COMPUTER PROGRAM

```

*****
C** F/A-18 DYNAMIC SIMULATION PROGRAM
C** VERSION 1.01 FEBRUARY 1986
C** LT F.W. ROJEK USN
C** CDR V.F. GAVITO, USN
C**
C** *****
C** IMPLICIT REAL*8(A-H,O-Z)
C** REAL*8 LIMIT,MIN,MACH,NZ,NZST1,NZST2,NZST3,NYR
C** INTEGER RSTF
C**
C** AIRFRAME MATRICES
C**
C** DIMENSION FX(4,4),GX(4,3),HX(3,4),DX(3,3),FYZ(4,4),GYZ(4,5),
C** *HYZ(3,4),DYZ(3,5)
C** DIMENSION NFX(2),NGX(2),NHX(2),NDX(2),NEYZ(2),NGYZ(2),NHYZ(2),
C** *NDYZ(2)
C**
C** LONG AND LATD MATRICES
C**
C** REAL*8 LONG(3,10),LATD(5,10)
C** DIMENSION NLONG(2),NLATD(2)
C**
C** MODIFIED AIRFRAME MATRICES
C**
C** DIMENSION FM(8,8),GM(8,10),HM(6,8),DM(6,10),GMO(8,10)
C** DIMENSION NFM(2),NGM(2),NHM(2),NDM(2),NGMO(2)
C**
C** ACTUATOR MATRICES
C**
C** DIMENSION FA(24,24),GA(24,10),HA(10,24)
C** DIMENSION NFA(2),NGA(2),NHA(2)
C**
C** SENSOR MATRICES
C**
C** DIMENSION FS(11,11),GS(11,6),HS(6,11)
C** DIMENSION NFS(2),NGS(2),NHS(2)
C**
C** AIRFRAME PLUS ACTUATOR MATRICES
C**
C** DIMENSION FP(32,32),GP(32,10),HP(6,32)
C** DIMENSION NFP(2),NGP(2),NHP(2)
C**
C** AIRFRAME PLUS ACTUATOR PLUS SENSOR MATRICES
C**
C** DIMENSION FPS(43,43),GPS(43,10),HPS(6,43),APS(43,43),BPS(43,10)
C** DIMENSION NFPS(2),NGPS(2),NHPS(2),NAPS(2),NBPS(2)
C**
*****
FAG00010
FAG00020
FAG00030
FAG00040
FAG00050
FAG00060
FAG00070
FAG00080
FAG00090
FAG00100
FAG00110
FAG00120
FAG00130
FAG00140
FAG00150
FAG00160
FAG00170
FAG00180
FAG00190
FAG00200
FAG00210
FAG00220
FAG00230
FAG00240
FAG00250
FAG00260
FAG00270
FAG00280
FAG00290
FAG00300
FAG00310
FAG00320
FAG00330
FAG00340
FAG00350
FAG00360
FAG00370
FAG00380
FAG00390
FAG00400
FAG00410
FAG00420
FAG00430
FAG00440
FAG00450
FAG00460
FAG00470
FAG00480

```



```

C          GENERATE THE AIRFRAME PLUS ACTUATOR PLUS SENSOR MATRICES
C          FPS, GPS, HPS
C          *****
C          CALL ARCRET(FP, GP, HP, ES, GS, HS, FPS, GPS, HPS, NFP, NNP, NHP, NFS,
C          *NGS, NHS, NFPS, NGPS, NHPS)
C          *****
C          DISCRITIZE THE 'FPS' AND 'GPS' MATRICES
C          ASSIGN TO 'APS', AND 'BPS' MATRICES
C          *****
C          CALL EXPINT(FPS, NEPS, APS, NAPS, DUM1, NDUM1, TS, O, DUM2)
C          CALL MULT(DUM1, NDUM1, GPS, NGPS, BPS, NBPS)
C          CALL OUTPUT(APS, NAPS(1), 'APS', ' ')
C          CALL OUTPUT(BPS, NBPS(1), 'BPS', ' ')
C          *****
C          COMPOSE THE 'GAIN' MATRIX
C          *****
C          CALL VGAIN(IFAIL, IFIX, GM, GMO, GAIN, NGM, NGMO, NGAIN)
C          GOTO 9000
C          *****
C          GENERATE CONTROL LAW MATRICES
C          'AC', 'BFC', 'BC', 'CC', 'CFC', 'DC'
C          *****
C          9001 CALL LAWS(ALPHA, NZ, PSI, QC, RI, TS, AC, BFC, BC, CC, DFC, DC, NAC,
C          *NBFC, NBC, NCC, NDFC, NDC)
C          *****
C          COMPOSE THE TOTAL SYSTEM MATRICES
C          'AF18', 'BF18', 'CF18', 'DF18'
C          *****
C          ----- AF18 MATRIX -----
C          CALL MULT(BPS, NBPS, GAIN, NGAIN, DUM1, NDUM1)
C          CALL MULT(DUM1, NDUM1, DFC, NDFC, DUM2, NDUM2)
C          CALL MULT(DUM2, NDUM2, HPS, NHPS, DUM3, NDUM3)
C          CALL ADD(APS, NAPS, DUM3, NDUM3, TMAT1, NTMAT1)
C          CALL OUTPUT(TMAT1, NTMAT1(1), NTMAT1(2), 'MAT1')
C          *****
C          CALL MULT(BPS, NBPS, GAIN, NGAIN, DUM1, NDUM1)
C          CALL MULT(DUM1, NDUM1, CC, NCC, TMAT2, NTMAT2)
C          CALL OUTPUT(TMAT2, NTMAT2(1), NTMAT2(2), 'MAT2')
C          *****

```



```

FAG01930
FAG01940
FAG01950
FAG01960
FAG01970
FAG01980
FAG01990
FAG02000
FAG02010
FAG02020
FAG02030
FAG02040
FAG02050
FAG02060
FAG02070
FAG02080
FAG02090
FAG02100
FAG02110
FAG02120
FAG02130
FAG02140
FAG02150
FAG02160
FAG02170
FAG02180
FAG02190
FAG02200
FAG02210
FAG02220
FAG02230
FAG02240
FAG02250
FAG02260
FAG02270
FAG02280
FAG02290
FAG02300
FAG02310
FAG02320
FAG02330
FAG02340
FAG02350
FAG02360
FAG02370
FAG02380
FAG02390
FAG02400

C      CALL MULT(BFC,NBFC,HPS,NHPS,TMAT3,NTMAT3)
C      CALL OUTPUT(TMAT3,NTMAT3(1),NTMAT3(2),MAT3')
C
C      CALL JUXTC(TMAT1,NTMAT1,TMAT2,NTMAT2,DUM1,NDUM1)
C      CALL JUXTC(TMAT3,NTMAT3,AC,NAC,DUM2,NDUM2)
C      CALL JUXTR(DUM1,NDUM1,DUM2,NDUM2,AF18,NAF18)
C      CALL OUTPUT(AF18,NAF18(1),NAF18(2),AF18)
C-----BF18 MATRIX-----
C      CALL MULT(BPS,NBPS,GAIN,NGAIN,DUM1,NDUM1)
C      CALL MULT(DUM1,NDUM1,DC,NDC,DUM2,NDUM2)
C      CALL JUXTR(DUM2,NDUM2,BC,NBC,BF18,NBF18)
C      CALL OUTPUT(BF18,NBF18(1),NBF18(2),BF18')
C-----CF18 MATRIX-----
C      NDUM1(1)=6
C      NDUM1(2)=12
C      CALL NULL(DUM1,NDUM1)
C      CALL JUXTC(HPS,NHPS,DUM1,NDUM1,DUM2,NDUM2)
C      CALL MULT(DEC,NDEC,HPS,NHPS,DUM1,NDUM1)
C      CALL JUXTC(DUM1,NDUM1,CC,NCC,DUM3,NDUM3)
C      CALL JUXTR(DUM2,NDUM2,DUM3,NDUM3,CF18, NCF18)
C      CALL OUTPUT(CF18,NCF18(1),NCF18(2),CF18')
C-----DF18 MATRIX-----
C      NDUM1(1)=6
C      NDUM1(2)=3
C      CALL NULL(DUM1,NDUM1)
C      CALL JUXTR(DUM1,NDUM1,DC,NDC,DF18,NDF18)
C      CALL OUTPUT(DF18,NDF18(1),NDF18(2),DF18')
C*****
C      COMPUTE RESPONSE FOR 500 DATA POINTS AND CREATE OPTPLOT DATA FILE
C*****
C      WRITE(6,190)
C      190 FORMAT(/,IX,'SYSTEM MATRICES CREATED COMPUTING TIME RESPONSE')
C-- WRITE OPTPLOT, PARAMETERS AND NULL FEEDBACK MATRIX INTO DATA FILE --
C      NDUM4(1)=55
C      NDUM4(2)=3
C      CALL NULL(DUM4,NDUM4)
C      WRITE(4,100) 55,3,501,1,1
C      WRITE(4,110) (DUM4(I),I=1,165)
C      100 FORMAT(5I5)
C      110 FORMAT(5E14.7)
C-----INITIALIZE THE STATE AND INPUT VARIABLES-----
C      NX(1)=55
C      NX(2)=1
C      NU(1)=3
C      NU(2)=1

```

```

CALL NULL(X,NX)
CALL NULL(U,NU)
*****
C***** COMPUTE RESPONSE *****
C*****
C*****
DO I=0,500
TIME=I*TS
IF(I.NE.10.OR.I.NE.20.OR.I.NE.30.OR.I.NE.50.OR.I.NE.90)GOTO 400
WRITE(6,401)I
FORMAT(//IX,PRESENTLY AT RESPONSE CALCULATION NO. ' ,I4)
C----- CHECK CONTROL PARAMETERS AND SET CONTROL INPUT -----
400 IF (I.GE.NST.AND.I.LE.NSTP) THEN
U(NCONT)=AMP
ELSE
U(NCONT)=0.0
END IF
WRITE(4,130) TIME (U(J),J=1,3), (X(J),J=1,55)
C..... RESET SCALÉ FACTORS FOR X3,X4,X6,X7,X8.
C..... TO RADIANS FOR PROPER CALCULATIONS.
DO 800 K=1,10
IF(K.LT.3.OR.K.GT.8)GOTO 800
IF{K.EQ.5}GOTO 800
X(K)=X(K)/5.7296D+01
CONTINUE
800
C----- MULTIPLY AF18 BY X(N) -----
DO 200 M=1,55
DUM4(M)=0.6
DO 210 N=1,55
DUM4(M)=DUM4(M)+AF18(M,N)*X(N)
210
200 CONTINUE
C----- MULTIPLY BF18 BY U(N) -----
DO 220 M=1,55
DUM5(M)=0.6
DO 230 N=1,3
DUM5(M)=DUM5(M)+BF18(M,N)*U(N)
230
220 CONTINUE
C----- ADD AF18 X(N) AND BF18 U(N) -----
DO 240 M=1,55
X(M)=DUM4(M)+DUM5(M)
C..... SCALÉ X3,X4,X6,X7,X8 TO DEGREES FOR PLOTTING PURPOSES....
C.....
IF (M.LT.3.OR.M.GT.8) GOTO 240
IF (M.EQ.5) GOTO 240
240 X(M)=X(M)*5.7296D+01
CONTINUE
120 CONTINUE
130 FORMAT(5E14.7)
C*****

```

FAG02410
FAG02420
FAG02430
FAG02440
FAG02450
FAG02460
FAG02470
FAG02480
FAG02490
FAG02500
FAG02510
FAG02520
FAG02530
FAG02540
FAG02550
FAG02560
FAG02570
FAG02580
FAG02590
FAG02600
FAG02610
FAG02620
FAG02630
FAG02640
FAG02650
FAG02660
FAG02670
FAG02680
FAG02690
FAG02700
FAG02710
FAG02720
FAG02730
FAG02740
FAG02750
FAG02760
FAG02770
FAG02780
FAG02790
FAG02800
FAG02810
FAG02820
FAG02830
FAG02840
FAG02850
FAG02860
FAG02870
FAG02880

```

C          CREATE OPTMATH DATA FILE
C
C          *****
C          CALL WRMATD(AF18,BF18,CF18,DF18,TS)
C          WRITE(6,999)
C          999  FORMAT('//IX','PROGRAM COMPLETE--OPMATH AND OPTPLOT DATA FILE CREATE
C          *D)
C          WRITE(6,1000)
C          1000 FORMAT('//IX,'TO PLOT, RESPONSE GO TO CONTROLS EXEC, SELECT ORACLS,
C          *THEN SELECT' OPTPLOT.
C          * /IX 'YOU MUST BE AT A 618 TERMINAL')
C          9000 STOP
C          END
C          *****
C          SUBROUTINES
C          *****
C          SUBROUTINE FLITE1
C          READS IN: 1) AIRCRAFT FLIGHT CONDITIONS FROM FA18 DATA FILE
C                   2) CONTROL PARAMETERS INTERACTIVELY
C                   3) FAILURE PARAMETERS INTERACTIVELY
C                   NONE
C          INPUT FROM MAIN: 1) MACH MACH NUMBER
C                           2) ALT ALTITUDE IN FEET
C                           3) ALPHA ANGLE OF ATTACK IN DEGREES
C                           4) NZ NORMAL ACCELERATION
C                           5) TS SAMPLING TIME IN SECONDS
C                           6) NCONT CONTROL NUMBER
C          OUTPUT TO MAIN: 7) NST CONTROL START TIME ITERATION NUMBER
C                           8) NSTP CONTROL STOP TIME
C                           9) AMP CONTROL AMPLITUDE IN INCHES
C                          10) RSTF STAB FAILURE PARAMETERS
C                               SIMULATES RIGHT OR LEFT ACTUATION LOSS WHEN
C                               STE TO 1
C                               RSTF=RIGHT STAB FAIL
C                               LSTF=LEFT STABILATOR FAILURE
C                          11) IFIX GAIN MATRIX FLAG
C                               IFIX=0 DO NOT COMPUTE IMPAIRED GAIN MATRIX
C                               IFIX=1 COMPUTE IMPAIRED GAIN MATRIX
C          *****
C          SUBROUTINE FLITE1(MACH,ALT,ALPHA,NZ,TS,NST,NSTP,AMP,NCONT,RSTF,
C          *LSTF,IFIX)
C          IMPLICIT REAL*8(A-H,O-Z)
C          REAL*8 MACH,NZ
C          INTEGER RSTF
C          *****
FAG02890
FAG02900
FAG02910
FAG02920
FAG02930
FAG02940
FAG02950
FAG02960
FAG02970
FAG02980
FAG02990
FAG03000
FAG03010
FAG03020
FAG03030
FAG03040
FAG03050
FAG03060
FAG03070
FAG03080
FAG03090
FAG03100
FAG03110
FAG03120
FAG03130
FAG03140
FAG03150
FAG03160
FAG03170
FAG03180
FAG03190
FAG03200
FAG03210
FAG03220
FAG03230
FAG03240
FAG03250
FAG03260
FAG03270
FAG03280
FAG03290
FAG03300
FAG03310
FAG03320
FAG03330
FAG03340
FAG03350
FAG03360

```



```

10 READ(1,*) MACH,ALT,ALPHA,NZ,TS
   WRITE(6,10)
   FORMAT(//1X,'INPUT CONTROL PARAMETERS')
14 WRITE(6,14)
   FORMAT(//1X,'CONTROL NUMBER 1 2 OR 3 ? ')
   READ(5,*) NCONT
   WRITE(6,11)
11 FORMAT(1X,NS)
   READ(5,*)
   WRITE(6,12)
12 FORMAT(1X,NS)
   READ(5,*)
   WRITE(6,13)
13 FORMAT(1X,AMP)
   READ(5,*)
   WRITE(6,20)
20 FORMAT(//1X,'INPUT DAMAGE PARAMETERS'//1X,'NO FAILURE=0 FAILURE=
*1 //1X,'FAILURE IS INTERPRETED TO MEAN EIC CLASS 1 OR CONTROL SFC
*S CENTERED AND LOCKED')
   WRITE(6,21)
21 FORMAT(1X,RSTF)
   READ(5,*)
   WRITE(6,22)
22 FORMAT(1X,LSTF)
   READ(5,*)
   WRITE(6,23)
23 FORMAT(//1X,'COMPUTE NEW GAIN MATRIX ? //1X,'NO = 0 YES = 1')
   C //1X,'NOTE VERSION 1.0 OF THE PROGRAM DOES NOT COMPUTE A NEW GAIN
   *MATRIX')
   C READ(5,*) IFIX
   C
   WRITE(2,30)
   WRITE(2,31)
   WRITE(2,32)
   WRITE(2,33)
   WRITE(2,34)
30 FORMAT(//1X,'AIRCRAFT FLIGHT CONDITIONS AND SAMPLING TIME')
31 * /1X,'NZ = 'E10.4,ALT = 'E10.4,ALPHA = 'E10.4,
   /1X,'MACH = 'E10.4,TS = 'E10.4)
32 FORMAT(//1X,'CONTROL PARAMETERS AND FAILURE PARAMETERS')
33 FORMAT(//1X,'START TIME = I3,STOP TIME = I3,
   /1X,'AMPLITUDE = E8.2,CONTROL NUMBER = I1)
34 * FORMAT(1X,RIGHT STAB FAILURE = 'I1,1X,LEFT STAB FAILURE = 'I1
   )
   RETURN
   END
C*****
C

```

```

FAG033370
FAG033380
FAG033390
FAG033400
FAG033410
FAG033420
FAG033430
FAG033440
FAG033450
FAG033460
FAG033470
FAG033480
FAG033490
FAG033500
FAG033510
FAG033520
FAG033530
FAG033540
FAG033550
FAG033560
FAG033570
FAG033580
FAG033590
FAG033600
FAG033610
FAG033620
FAG033630
FAG033640
FAG033650
FAG033660
FAG033670
FAG033680
FAG033690
FAG033700
FAG033710
FAG033720
FAG033730
FAG033740
FAG033750
FAG033760
FAG033770
FAG033780
FAG033790
FAG033800
FAG033810
FAG033820
FAG033830
FAG033840

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```

C*****
C      READS IN F/A-18 BASIC AIRFRAME EQUATIONS
C      OF MOTION FROM FA18 DATA FILE
C      INPUT FROM MAIN: 1) FX, GX, HX, DX LONGITUDINAL MATRICIES
C                       2) FYZ, GYZ, HYZ, DYZ LAT-DIRECTIONAL MATRICIES
C                       3) NFX, NGX, NHX, NDX ROW AND COLUMN VECTORS
C      OUTPUT TO MAIN: 1) FYZ, NGYZ, NHYZ, NDYZ
C*****
C      SUBROUTINE FLITE2(FX, GX, HX, DX, FYZ, GYZ, HYZ, DYZ, NFX, NGX, NHX, NDX,
C      *IMPLICIT REAL*8(A-H,O-Z)
C      DIMENSION FX(4,4), GX(4,3), HX(3,4), DX(3,3), FYZ(4,4), GYZ(4,5),
C      *HYZ(3,4), DYZ(3,5)
C      DIMENSION NFX(2), NGX(2), NHX(2), NDX(2), NEYZ(2), NGYZ(2), NHYZ(2),
C      *NDYZ(2)
C      READ(1,*) J, J=1,4, I=1,4
C      READ(1,*) J, J=1,3, I=1,4
C      READ(1,*) J, J=1,4, I=1,3
C      READ(1,*) J, J=1,3, I=1,3
C      READ(1,*) J, J=1,4, I=1,4
C      READ(1,*) J, J=1,5, I=1,4
C      READ(1,*) J, J=1,4, I=1,3
C      READ(1,*) J, J=1,5, I=1,3
C      WRITE AIRFRAME MATRICIES TO RESULT FILE
C-----
C      NFX(1)=4
C      NFX(2)=4
C      NGX(1)=4
C      NGX(2)=3
C      NHX(1)=4
C      NHX(2)=3
C      NDX(1)=3
C      NDX(2)=4
C      NEYZ(1)=4
C      NEYZ(2)=4
C      NGYZ(1)=4
C      NGYZ(2)=5
C      NHYZ(1)=3
C      NHYZ(2)=4
C      NDYZ(1)=3
C      NDYZ(2)=5
C      CALL OUTPUT(FX, NFX(1), NFX(2), FYZ, GYZ)
C      CALL OUTPUT(GX, NGX(1), NGX(2), HYZ, DYZ)
C      CALL OUTPUT(HX, NHX(1), NHX(2), HX, HX)
C      CALL OUTPUT(DX, NDX(1), NDX(2), DX, DX)
C      CALL OUTPUT(FYZ, NEYZ(1), NEYZ(2), FYZ, FYZ)
C      CALL OUTPUT(GYZ, NGYZ(1), NGYZ(2), GYZ, GYZ)
C*****
FAG03850
FAG03860
FAG03870
FAG03880
FAG03890
FAG03900
FAG03910
FAG03920
FAG03930
FAG03940
FAG03950
FAG03960
FAG03970
FAG03980
FAG03990
FAG04000
FAG04010
FAG04020
FAG04030
FAG04040
FAG04050
FAG04060
FAG04070
FAG04080
FAG04090
FAG04100
FAG04110
FAG04120
FAG04130
FAG04140
FAG04150
FAG04160
FAG04170
FAG04180
FAG04190
FAG04200
FAG04210
FAG04220
FAG04230
FAG04240
FAG04250
FAG04260
FAG04270
FAG04280
FAG04290
FAG04300
FAG04310
FAG04320

```

```

FAG04330
FAG04340
FAG04350
FAG04360
FAG04370
FAG04380
FAG04390
FAG04400
FAG04410
FAG04420
FAG04430
FAG04440
FAG04450
FAG04460
FAG04470
FAG04480
FAG04490
FAG04500
FAG04510
FAG04520
FAG04530
FAG04540
FAG04550
FAG04560
FAG04570
FAG04580
FAG04590
FAG04600
FAG04610
FAG04620
FAG04630
FAG04640
FAG04650
FAG04660
FAG04670
FAG04680
FAG04690
FAG04700
FAG04710
FAG04720
FAG04730
FAG04740
FAG04750
FAG04760
FAG04770
FAG04780
FAG04790
FAG04800

CALL OUTPUT(HYZ,NHYZ{1},NHYZ{2},'HYZ ')
CALL OUTPUT(DYZ,NDYZ{1},NDYZ{2},'DYZ ')
RETURN
END
*****
SUBROUTINE AIRDAT
  COMPUTES AIR DATA BASED UPON STD ATMOSPHERE CONDITIONS
  INPUT FROM MAIN: 1} MACH MACH NUMBER
                  2} ALT ALTITUDE IN FEET
                  3} TEMP TEMPERATURE IN DEGREES R
                  4} PSI PRESSURE IN PSF
                  5} RHO DENSITY IN SLUGS/FT**3
                  6} Q DYNAMIC PRESSURE IN PSF
                  7} A SPEED OF SOUND IN FT/S
                  8} RI PRESSURE RATIO
  OUTPUT TO MAIN:
  *****
SUBROUTINE AIRDAT(MACH,ALT,TEMP,RHO,PSI,A,QC,RI)
IMPLICIT REAL*8(A-H,O-Z)
REAL*8 MACH
PO=2.1162D+03
TO=5.1869D+02
RHO0=2.3769D-03
GO=3.22D+01
ALAPSE=-3.56D-03
R=1.718D+03
GAMA=1.4D+00
T=TO+ALAPSE*ALT
TEMP=T/TO
PWR=GO/(ALAPSE*R)
RHO=RHO0*TEMP**(-(PWR+1.0D+00))
PSI=PO*TEMP**(-PWR)
A=DSQRT(GAMA*R*T)
QC=5.0D-01*RHO*(MACH*A)**2.0D+00
RI=QC/PSI
WRITE(2,10) T,RHO,PSI,A,QC,RI
WRITE(2,20) T,AIR,DATA,CALCULATIONS!
FORMAT(//1X,T='D10.4,1X,RHO='D10.4,1X,PSI='D10.4,1X,A='D10.4,1X,QC='D10.4,1X,RI='D10.4,1X)
*//1X,A='D10.4,1X,RI='D10.4,1X,PSI='D10.4,1X,RI='D10.4,1X,
RETURN
END
*****
SUBROUTINE LONLAT GENERATES THE LONG AND LATD MATRICIES
  DEPENDING UPON CONTROL SURFACE FAILURES
INPUT FROM MAIN: 1) RSTF,LSTF STABILATOR FAILURE PARAMETERS
*****

```

```

C          } GX      GYZ      BASIC AIRFRAME CONTROL MATRICES
C          } NGX     NGYZ     ROW AND COL. VECTORS
C          } LONG,  LATD     THE LONG AND LATD MATRICES
C          } GMO,  UNIMPAIRED MODIFIED AIRFRAME INPUT MATRIX
C          } IFAIL  CONTROL SURFACE FAILURE FLAG
C          }         IFAIL=0 NO FAILURE
C          }         IFAIL=1 FAILURE
C          4) NLONG,NLATD,NGMO ROW AND COL VECTORS
C*****
C          SUBROUTINE LONLAT(RSTF,LSTF,IFAIL,LONG,LATD,GX,GYZ,GMO,NLONG,
C          *NLATD,NGX,NGYZ,NGMO)
C          IMPLICIT REAL*8(A-H,O-Z)
C          INTEGER RSTF
C          DIMENSION GX(4,3),GYZ(4,5),GMO(8,10)
C          DIMENSION NGX(2),NGYZ(2),NGMO(2)
C
C          REAL*8 LONG(3,10),LATD(5,10)
C          DIMENSION NLONG(2),NLATD(2)
C
C          DIMENSION DUM1(50),DUM2(50)
C          DIMENSION NDUM1(2),NDUM2(2)
C          --- COMPOSE THE UNIMPAIRED LONG AND LATD MATRICES -----
C          COMPOSE THE UNIMPAIRED AIRFRAME CONTROL INPUT MATRIX GMO
C          NLONG(1)=3
C          NLONG(2)=10
C          NLATD(1)=5
C          NLATD(2)=10
C          CALL NULL(LONG,NLONG)
C          CALL NULL(LATD,NLATD)
C          LONG(1,1)=5.0D-01
C          LONG(1,2)=5.0D-01
C          LONG(2,3)=5.0D-01
C          LONG(2,4)=5.0D-01
C          LONG(3,5)=5.0D-01
C          LONG(3,6)=5.0D-01
C          LATD(1,1)=-1.0D+00
C          LATD(1,2)=1.0D+00
C          LATD(2,3)=1.0D+00
C          LATD(2,4)=-1.0+00
C          LATD(3,5)=-1.0D+00
C          LATD(3,6)=1.0D+00
C          LATD(4,7)=-1.0D+00
C          LATD(4,8)=1.0D+00
C          LATD(5,9)=5.0D-01
C          LATD(5,10)=5.0D-01
C          CALL MULT(GX,NGX,LONG,NLONG,DUM1,NDUM1)
C          CALL MULT(GYZ,NGYZ,LATD,NLATD,DUM2,NDUM2)
FAG04810
FAG04820
FAG04830
FAG04840
FAG04850
FAG04860
FAG04870
FAG04880
FAG04890
FAG04900
FAG04910
FAG04920
FAG04930
FAG04940
FAG04950
FAG04960
FAG04970
FAG04980
FAG04990
FAG05000
FAG05010
FAG05020
FAG05030
FAG05040
FAG05050
FAG05060
FAG05070
FAG05080
FAG05090
FAG05100
FAG05110
FAG05120
FAG05130
FAG05140
FAG05150
FAG05160
FAG05170
FAG05180
FAG05190
FAG05200
FAG05210
FAG05220
FAG05230
FAG05240
FAG05250
FAG05260
FAG05270
FAG05280

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```

C----- CALL JUSTR(DUM1,NDUM1,DUM2,NDUM2,GMO,NGMO)
C----- SET THE IFAIL FLAG TO FAILURE CONDITION -----
C----- IFAIL=1 -----
C----- CHECK CONTROL SURFACE FAILURE PARAMETERS -----
C----- MODIFY LONG AND LATD MATRICES ACCORDINGLY -----
C
IF (RSTF.EQ.1) THEN
  LONG(1,1) = 0.0D+00
  LATD(1,1) = 0.0D+00
ELSE IF (LSTF.EQ.1) THEN
  LONG(1,2) = 0.0D+00
  LATD(1,2) = 0.0D+00
ELSE
  IFAIL=0
END IF
C
CALL OUTPUT(GMO,NGMO(1),NGMO(2),'GMO')
CALL OUTPUT(LONG,NLONG(1),NLONG(2),'LNG')
CALL OUTPUT(LATD,NLATD(1),NLATD(2),'LAT')
RETURN
END
C*****
C
SUBROUTINE MODEQ
GENERATES THE MODIFIED AIRFRAME MATRICES
INPUT FROM MAIN: 1) FX,GX,HX,DX,BASIC AIRFRAME MATRICES
                  2) LONG,LATD,LONG AND LATD MATRICES
                  3) NFX,NGX,NHX,NDX,ROW AND COL VECTORS
                  NFYZ,NGYZ,NHYZ,NDYZ
                  NLONG,NLATD
OUTPUT TO MAIN: 1) FM,GM,HM,DM,MODIFIED AIRFRAME MATRICES
                  2) NFM,NGM,NHM,NDM,ROW AND COL VECTORS
C*****
SUBROUTINE MODEQ(FX,GX,HX,DX,FYZ,GYZ,HYZ,DYZ,LONG,LATD,FM,GM,HM,
*DM,NFX,NGX,NHX,NDX,NFYZ,NGYZ,NHYZ,NDYZ,NLONG,NLATD,NFM,NGM,NHM,
*NDM)
IMPLICIT REAL*8(A-H,O-Z)
DIMENSION FX(4,4),GX(4,3),HX(3,4),DX(3,3),FYZ(4,4),GYZ(4,5),
*HYZ(3,4),DYZ(3,5),FM(8,8),GM(8,10),HM(6,8),DM(6,10)
DIMENSION NFX(2),NGX(2),NHX(2),NDX(2),NFYZ(2),NGYZ(2),NHYZ(2),
*NDYZ(2),NFM(2),NGM(2),NHM(2),NDM(2)
REAL*8 LONG(3,10),LATD(5,10)
DIMENSION NLONG(2),NLATD(2)
DIMENSION DUM1(100),DUM2(100),DUM3(100)

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FAG05290
FAG05300
FAG05310
FAG05320
FAG05330
FAG05340
FAG05350
FAG05360
FAG05370
FAG05380
FAG05390
FAG05400
FAG05410
FAG05420
FAG05430
FAG05440
FAG05450
FAG05460
FAG05470
FAG05480
FAG05490
FAG05500
FAG05510
FAG05520
FAG05530
FAG05540
FAG05550
FAG05560
FAG05570
FAG05580
FAG05590
FAG05600
FAG05610
FAG05620
FAG05630
FAG05640
FAG05650
FAG05660
FAG05670
FAG05680
FAG05690
FAG05700
FAG05710
FAG05720
FAG05730
FAG05740
FAG05750
FAG05760

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C SCALE THE COEFFICIENTS SO THAT THE ACTUATOR MODEL INPUTS DECREES
C AND OUTPUTS RADIANS. SEE APPENDIX ON ACTUATOR MODEL DEVELOPMENT.

STF1=1.541D+02
STF2=1.6122D+04
STF3=4.9559D+05
STF4=1.4691D+07
STG1=2.1377D+03
STG2=-3.0532D+05
STG3=2.7277D+07

C-----SET LEADING EDGE COEFFICIENTS -----
LEF1=1.098D+02
LEF2=2.230D+03
LEG=2.230D+03

C-----SET TRAILING EDGE COEFFICIENTS -----
TEF1=4.97D+01
TEF2=1.225D+03
TEG=1.225D+03

C-----SET AILERON COEFFICIENTS -----
AE1=8.85D+01
AE2=5.625D+03
AG=5.625D+03

C-----SET RUDDER COEFFICIENTS -----
RF1=9.9498D+01
RF2=5.1984D+03
RG=5.1984D+03

C----- ASSIGN COEFFICIENT VALUES TO ACTUATOR MATRICES-----
C----- RIGHT AND LEFT STABILATOR -----

FA	(1	,	2)	=	1.	0D+00
FA	(2	,	3)	=	1.	0D+00
FA	(3	,	4)	=	1.	0D+00
FA	(	4	,	1	)	=	STF4
FA	(	4	,	2	)	=	STF3
FA	(	4	,	3	)	=	STF2
FA	(	4	,	4	)	=	STF1
FA	(5	,	6)	=	1.	0D+00
FA	(6	,	7)	=	1.	0D+00
FA	(7	,	8)	=	1.	0D+00
FA	(	8	,	5	)	=	STF4
FA	(	8	,	6	)	=	STF3
FA	(	8	,	7	)	=	STF2
FA	(	8	,	8	)	=	STF1
GA	(	2	,	1	)	=	STG1
GA	(	3	,	1	)	=	STG2
GA	(	4	,	1	)	=	STG3
GA	(	6	,	2	)	=	STG1
GA	(	7	,	2	)	=	STG2
GA	(	8	,	2	)	=	STG3
HA	(1	,	1)	=	1.	0D+00*1.745D-02

C

C	HA{ 1, 1 }=1. OD+00			FAG07210
	HA{ 2, 5 }=1. OD+00*1. 745D-02			FAG07220
	HA{ 2, 5 }=1. OD+00			FAG07230
C-	-----	RIGHT AND LEFT LEADING EDGE FLAPS	-----	FAG07240
	FA{ 9, 10 }=1. OD+00			FAG07250
	FA{ 10, 9 }=-LEF2			FAG07260
	FA{ 10, 10 }=-LEF1			FAG07270
	FA{ 11, 12 }=1. OD+00			FAG07280
	FA{ 12, 11 }=-LEF2			FAG07290
	FA{ 12, 12 }=-LEF1			FAG07300
	GA{ 10, 3 }=LEG			FAG07310
	GA{ 12, 4 }=LEG			FAG07320
C	HA{ 3, 9 }=1. OD+00*1. 745D-02			FAG07330
	HA{ 3, 9 }=1. OD+00			FAG07340
C	HA{ 4, 11 }=1. OD+00*1. 745D-02			FAG07350
	HA{ 4, 11 }=1. OD+00			FAG07360
C-	-----	RIGHT AND LEFT TRAILING EDGE FLAPS	-----	FAG07370
	FA{ 13, 14 }=1. OD+00			FAG07380
	FA{ 14, 13 }=-TEF2			FAG07390
	FA{ 14, 14 }=-TEF1			FAG07400
	FA{ 15, 16 }=1. OD+00			FAG07410
	FA{ 16, 15 }=-TEF2			FAG07420
	FA{ 16, 16 }=-TEF1			FAG07430
	GA{ 14, 5 }=TEG			FAG07440
	GA{ 16, 6 }=TEG			FAG07450
C	HA{ 5, 13 }=1. OD+00*1. 745D-02			FAG07460
	HA{ 5, 13 }=1. OD+00			FAG07470
C	HA{ 6, 15 }=1. OD+00*1. 745D-02			FAG07480
	HA{ 6, 15 }=1. OD+00			FAG07490
C-	-----	RIGHT AND LEFT AILERONS	-----	FAG07500
	FA{ 17, 18 }=1. OD+00			FAG07510
	FA{ 18, 17 }=-AF2			FAG07520
	FA{ 18, 18 }=-AF1			FAG07530
	FA{ 19, 20 }=1. OD+00			FAG07540
	FA{ 20, 19 }=-AF2			FAG07550
	FA{ 20, 20 }=-AF1			FAG07560
	GA{ 18, 7 }=AG			FAG07570
	GA{ 20, 8 }=AG			FAG07580
C	HA{ 7, 17 }=1. OD+00*1. 745D-02			FAG07590
	HA{ 7, 17 }=1. OD+00			FAG07600
C	HA{ 8, 19 }=1. OD+00*1. 745D-02			FAG07610
	HA{ 8, 19 }=1. OD+00			FAG07620
C-	-----	RIGHT AND LEFT RUDDERS	-----	FAG07630
	FA{ 21, 22 }=1. OD+00			FAG07640
	FA{ 22, 21 }=-RF2			FAG07650
	FA{ 22, 22 }=-RF1			FAG07660
	FA{ 23, 24 }=1. OD+00			FAG07670
	FA{ 24, 23 }=-RF2			FAG07680

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FAG07690
FAG07700
FAG07710
FAG07720
FAG07730
FAG07740
FAG07750
FAG07760
FAG07770
FAG07780
FAG07790
FAG07800
FAG07810
FAG07820
FAG07830
FAG07840
FAG07850
FAG07860
FAG07870
FAG07880
FAG07890
FAG07900
FAG07910
FAG07920
FAG07930
FAG07940
FAG07950
FAG07960
FAG07970
FAG07980
FAG07990
FAG08000
FAG08010
FAG08020
FAG08030
FAG08040
FAG08050
FAG08060
FAG08070
FAG08080
FAG08090
FAG08100
FAG08110
FAG08120
FAG08130
FAG08140
FAG08150
FAG08160

C *****
FA( 24, 24)=-RF1
GA( 22, 9)=RG
GA( 24, 10)=RG
HA( 9, 21)=1.0D+00*1.745D-02
HA( 9, 21)=1.0D+00
HA( 16, 23)=1.0D+00*1.745D-02
HA( 10, 23)=1.0D+00
CALL OUTPUT(FA,NEA( 1),NEA( 2),FA)
CALL OUTPUT(GA,NGA( 1),NGA( 2),GA)
CALL OUTPUT(HA,NHA( 1),NHA( 2),HA)
RETURN
END
C *****
C C SUBROUTINE SENSOR
C C GENERATES THE SENSOR MATRICIES
C C INPUT FROM MAIN: NONE
C C OUTPUT TO MAIN: 1} FS GS HS SENSOR DYNAMICS MATRICIES
C C 2} NES,NGS,NHS ROW AND COLUMN VECTORS
C *****
C *****
SUBROUTINE SENSOR(FS,GS,HS,NES,NGS,NHS)
IMPLICIT REAL*8(A-H,O-Z)
DIMENSION FS(11,11),GS(11,6),HS(6,11)
DIMENSION NES(2),NGS(2),NHS(2)
NES( 1)=11
NES( 2)=11
NGS( 1)=11
NGS( 2)=6
NHS( 1)=6
NHS( 2)=11
CALL NULL(FS,NES)
CALL NULL(GS,NGS)
CALL NULL(HS,NHS)
C----- SET GYRO COEFFICIENTS -----
GYF1=6.2949D+02
GYF2=7.7471D+04
GYG1=5.8824D+02
GYG2=-2.9282D+05
C----- SET AOA SENSOR COEFFICIENTS -----
AOAF=-1.4D+01
AOAG=1.4D+01
C----- SET ACCELEROMETER COEFFICIENTS -----
ACELF1=7.5898D+02
ACELF2=1.5626D+05
ACELG1=6.6269D+02
ACELG2=-3.4671D+05
C----- ASSIGN COEFFICIENTS TO MATRICIES -----
C----- PITCH RATE GYRO -----

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FS( 1, 2 )=1. 0D+00
FS( 2, 1 )=-GYF2
FS( 2, 2 )=-GYF1
GS( 1, 1 )=GYG1*5. 7296D+01
HS( 1, 1 )=1. 0D+00
C-----NORMAL ACCELEROMETER SENSOR -----
FS( 3, 4 )=1. 0D+00
FS( 4, 3 )=-ACELF2
FS( 4, 4 )=-ACELF1
GS( 3, 2 )=ACELG1/32. 2
GS( 4, 2 )=ACELG2/32. 2
HS( 2, 3 )=1. 0D+00
C-----ANGLE OF ATTACK SENSOR -----
FS( 5, 5 )=AOAF
GS( 5, 3 )=AOAG*5. 7296D+01
HS( 3, 5 )=1. 0D+00
C-----YAW RATE GYRO -----
FS( 6, 7 )=1. 0D+00
FS( 7, 6 )=-GYF2
FS( 7, 7 )=-GYF1
GS( 6, 4 )=GYG1*5. 7296D+01
GS( 7, 4 )=GYG2*5. 7296D+01
HS( 4, 6 )=1. 0D+00
C-----ROLL RATE GYRO -----
FS( 8, 9 )=1. 0D+00
FS( 9, 8 )=-GYF2
FS( 9, 9 )=-GYF1
GS( 8, 5 )=GYG1*5. 7296D+01
GS( 9, 5 )=GYG2*5. 7296D+01
HS( 5, 8 )=1. 0D+00
C-----LATERAL ACCELEROMETER -----
FS( 10, 11 )=1. 0D+00
FS( 11, 10 )=-ACELF2
FS( 11, 11 )=-ACELF1
GS( 10, 6 )=ACELG1/32. 2
GS( 11, 6 )=ACELG2/32. 2
HS( 6, 10 )=1. 0D+00
CALL OUTPUT( FS, NES( 1 ), NFS( 2 ), FS
CALL OUTPUT( GS, NGS( 1 ), NGS( 2 ), GS
CALL OUTPUT( HS, NHS( 1 ), NHS( 2 ), HS
RETURN
END
C*****
C SUBROUTINE PLANT
C COMPOSES THE MODIFIED AIRFRAME PLUS ACTUATOR MATRICES
C INPUT FROM MAIN: 1) FM, GM, HM MODIFIED AIRFRAME MATRICES
FAG08170
FAG08180
FAG08190
FAG08200
FAG08210
FAG08220
FAG08230
FAG08240
FAG08250
FAG08260
FAG08270
FAG08280
FAG08290
FAG08300
FAG08310
FAG08320
FAG08330
FAG08340
FAG08350
FAG08360
FAG08370
FAG08380
FAG08390
FAG08400
FAG08410
FAG08420
FAG08430
FAG08440
FAG08450
FAG08460
FAG08470
FAG08480
FAG08490
FAG08500
FAG08510
FAG08520
FAG08530
FAG08540
FAG08550
FAG08560
FAG08570
FAG08580
FAG08590
FAG08600
FAG08610
FAG08620
FAG08630
FAG08640

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C      NES, NGS, NHS
C      OUTPUT TO MAIN: 1) FPS, GPS, HPS      AIRFRAME PLUS ACTUATOR PLUS SENSOR
C      2) NFPS, NCPS, NHPS ROW AND COLUMN VECTORS      MATRICIES
C      *****
C      SUBROUTINE ARCRFT(FP, GP, HP, FS, GS, HS, FPS, GPS, HPS, NFP, NGP, NHP, NPS,
C      *NGS, NHS, NFPS, NCPS, NHPS)
C      IMPLICIT REAL*8(A-H, O-Z)
C
C      DIMENSION FP(32, 32), GP(32, 10), HP(6, 32)
C      DIMENSION NFP(2), NGP(2), NHP(2)
C
C      DIMENSION FS(11, 11), GS(11, 6), HS(6, 11)
C      DIMENSION NFS(2), NGS(2), NHS(2)
C
C      DIMENSION FPS(43, 43), GPS(43, 10), HPS(6, 43)
C      DIMENSIONN FPS(2), NGPS(2), NHPS(2)
C
C      DIMENSION DUM1(1900), DUM2(1900), DUM3(1900)
C      DIMENSION NDUM1(2), NDUM2(2), NDUM3(2)
C      NDUM1{1}=32
C      NDUM1{2}=11
C      CALL NULL(DUM1, NDUM1)
C      CALL JUXTC(FP, NFP, DUM1, NDUM1, DUM2, NDUM2)
C      CALL MULT(GS, NGS, HP, NHP, DUM3, NDUM3)
C      CALL JUXTC(DUM3, NDUM3, FS, NFS, DUM1, NDUM1)
C      CALL JUXTR(DUM2, NDUM2, DUM1, NDUM1, FPS, NEFS)
C
C      NDUM1{1}=11
C      NDUM1{2}=10
C      CALL NULL(DUM1, NDUM1)
C      CALL JUXTR(GP, NGP, DUM1, NDUM1, GPS, NGPS)
C
C      NDUM1{1}=6
C      NDUM1{2}=32
C      CALL NULL(DUM1, NDUM1)
C      CALL JUXTC(DUM1, NDUM1, HS, NHS, HPS, NHPS)
C      RETURN
C      END
C      *****
C      SUBROUTINE LAWS
C      COMPOSES THE CONTROL LAW MATRICIES
C      INPUT FROM MAIN: 1) ALPHA STEADY STATE ANGLE OF ATTACK
C      2) NZ STEADY STATE NORMAL ACCELERATION
C      3) PSI, Q, R, I AIR DATA (SEE SUBROUTINE AIRDAT)
C      *****
FAG09130
FAG09140
FAG09150
FAG09160
FAG09170
FAG09180
FAG09190
FAG09200
FAG09210
FAG09220
FAG09230
FAG09240
FAG09250
FAG09260
FAG09270
FAG09280
FAG09290
FAG09300
FAG09310
FAG09320
FAG09330
FAG09340
FAG09350
FAG09360
FAG09370
FAG09380
FAG09390
FAG09400
FAG09410
FAG09420
FAG09430
FAG09440
FAG09450
FAG09460
FAG09470
FAG09480
FAG09490
FAG09500
FAG09510
FAG09520
FAG09530
FAG09540
FAG09550
FAG09560
FAG09570
FAG09580
FAG09590
FAG09600

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C*****
C COMPUTES: 4) TS SAMPLING TIME IN SECONDS
C           1) FUNCTION VALUES
C           2) FILTER COEFFICIENTS
C           3) CONTROL LAW MATRIX COEFFICIENTS
C OUTPUT TO MAIN: 1) AC,BFC,BC CONTROL LAW MATRICIES
C                  CC,DEC,DC
C                  2) NAC,NBFC,NBC ROW AND COL VECTORS
C                  NCC,NBFC,NBC
C*****
C SUBROUTINE LAWS(ALPHA,NZ,PSI,QC,RI,TS,AC,BFC,BC,CC,DFC,DC,NAC,
C *NBFC,NBC,NCC,NDEC,NDC)
C IMPLICIT REAL*8(A-H,O-Z)
C REAL*8 LIMIT,MIN,MACH,NZ,NZST1,NZST2,NZST3,NYR
C DIMENSION AC(12,12),BFC(12,6),BC(12,3),CC(8,12),DFC(8,6),
C *DC(8,3)
C DIMENSION NAC(2),NBFC(2),NBC(2),NCC(2),NDEC(2),NDC(2)
C*****
C LONGITUDINAL FUNCTIONS
C*****
C----- FUNCTION 12 -----
C F12T1=9.625D+00*(RI**2.0D+00)-(2.5D-02*RI)+1.0D+00
C F12T2=PSI*7.969D-04+8.4D-01
C F12MAX=LIMIT(1.0D+00,8.0D+00,F12T2)
C F12T3=LIMIT(1.0D+00,F12MAX,F12T1)
C F12T5=LIMIT(5.0D-01,1.35D+00,RI)
C F12T6=F12T5*((9.52D-03*PSI)+4.04D+00)+((3.96D-03*(-PSI))-1.18D+00)
C F12T4=LIMIT(1.0D+00,8.0D+00,F12T6)
C IF (RI.GT.5.0D-01) THEN
C   F12=F12T4
C ELSE
C   F12=F12T3
C END IF
C----- FUNCTION 20 -----
C F20=7.0D+00
C----- FUNCTION 22 -----
C F22=0.0167D+00*(LIMIT(0.800D+03,0.900D+03,QC)-0.800D+03)
C----- FUNCTION 24 -----
C F24L1=2.2538D+01-2.051D+01*LIMIT(2.7D-01,6.6D-01,RI)
C F24L2=3.276D+01-3.6D+01*LIMIT(6.6D-01,9.1D-01,RI)
C IF (RI.GT.6.6D-01) THEN
C   F24L=F24L2
C ELSE
C   F24L=F24L1
C END IF
C F24T5=1.48769D+01-7.6923D+00*LIMIT(2.7D-01,9.1D-01,RI)
C F24T2=ALPHA-F24T5
C F24T3=-2.0D+00*LIMIT(0.0D+00,3.0D+01,F24T2)

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FAG09610
FAG09620
FAG09630
FAG09640
FAG09650
FAG09660
FAG09670
FAG09680
FAG09690
FAG09700
FAG09710
FAG09720
FAG09730
FAG09740
FAG09750
FAG09760
FAG09770
FAG09780
FAG09790
FAG09800
FAG09810
FAG09820
FAG09830
FAG09840
FAG09850
FAG09860
FAG09870
FAG09880
FAG09890
FAG09900
FAG09910
FAG09920
FAG09930
FAG09940
FAG09950
FAG09960
FAG09970
FAG09980
FAG09990
FAG10000
FAG10010
FAG10020
FAG10030
FAG10040
FAG10050
FAG10060
FAG10070
FAG10080

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```

F24T1=LIMIT(0.0D+00,3.0D+01,ALPHA)
F24T4=1.4D+00*(F24T1+F24T3)
F24=LIMIT(0.0D+00,F24L,F24T4)
C-----FUNCTION 25-----
F25=4.7636D+01-5.106D-02*LIMIT(6.0D+02,8.35D+02,QC)
C-----FUNCTION 27-----
F27=1.328D+00*(ALPHA+7.8584D+00-1.786D+01*LIMIT(4.4D-01,6.3D-01
*,RI))
C-----FUNCTION 28-----
F28=4.4551D+01-4.058D-02*LIMIT(2.6D+02,9.5D+02,QC)
C-----FUNCTION 29U-----
F29U=8.73825D+01-7.625D+01*LIMIT(7.0D-01,1.146D+00,RI)
C-----FUNCTION 29L-----
F29L=0.0D+00
C-----FUNCTION 32A-----
F32AT1=LIMIT(2.00D+02,2.00D+03,QC)
F32A=1.0D+02/F32AT1
C-----FUNCTION 32B-----
PSKF=LIMIT(4.5D+02,2.0D+03,PSI)
F32BT1=RI-6.913D-01
RKF=LIMIT(-1.0D+00,4.0D-01,F32BT1)
F32BT2=-RKF*(1.3D-01+2.0D+02/PSKF)
FKFL=2.0D+00*(2.0D+02/PSKF)
F32BT3=RKF*4.0D+00
IF(RKF.LE.0.0D+00) THEN
  ELSE
    F32B=LIMIT(5.0D-02,1.0D+00,F32BT2)
  ELSE
    F32B=LIMIT(5.0D-02,FKFL,F32BT3)
END IF
C-----FUNCTION 37-----
F37=0.25D+01-0.5D+00*LIMIT(0.3D+01,0.5D+01,NZ)
C-----FUNCTION 40-----
F40T1=3.25D+00-3.0D+00*LIMIT(7.5D-01,8.5D-01,RI)
F40T2=6.5625D-01-1.3125D-03*LIMIT(5.0D+02,8.0D+02,PSI)
F40T3=-2.6177D-01+9.635D-04*LIMIT(5.0D+02,1.8D+03,PSI)
PIO=LIMIT(0.0D+00,1.8D+03,PSI)
F40T4=QC-3.35D+02
F40T5=LIMIT(0.0D+00,1.05D+02,F40T4)
TEMP1=F40T5*(1.67247D-03-9.29152D-07*PIQ)
TEMP2=1.69223D-01-3.84615D-05*PIQ
F40T6=TEMP1+TEMP2
TEMP1=F40T5*(5.6746D-04+1.9841D-07*PIQ)
F40T7=TEMP1+TEMP2
TEMP1=4.75D-01-PIQ*6.5D-04
TEMP2=F40T5*(1.5238D-03-1.71428D-06*PIQ)
F40T8=TEMP1+TEMP2
F40T9=F40T3+F40T2*LIMIT(7.5D-01,8.5D-01,RI)
IF(PIQ.LE.5.0D+02) THEN

```

```

FAG10090
FAG10100
FAG10110
FAG10120
FAG10130
FAG10140
FAG10150
FAG10160
FAG10170
FAG10180
FAG10190
FAG10200
FAG10210
FAG10220
FAG10230
FAG10240
FAG10250
FAG10260
FAG10270
FAG10280
FAG10290
FAG10300
FAG10310
FAG10320
FAG10330
FAG10340
FAG10350
FAG10360
FAG10370
FAG10380
FAG10390
FAG10400
FAG10410
FAG10420
FAG10430
FAG10440
FAG10450
FAG10460
FAG10470
FAG10480
FAG10490
FAG10500
FAG10510
FAG10520
FAG10530
FAG10540
FAG10550
FAG10560

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```

F40=F40T8
ELSE IF (PIQ.GT.9.8D+02.AND.RI.GE.7.5D-01) THEN
F40=F40T1*F40T6
ELSE IF (PIQ.GT.9.8D+02.AND.RI.LT.7.5D-01) THEN
F40=F40T6
ELSE IF (OC.GE.4.4D+02.AND.RI.GE.7.5D-01) THEN
F40=F40T9
ELSE
F40=F40T7
END IF
C----- FUNCTION 68 -----
F68=-2.9773D-03*(LIMIT(0.260D+03,0.480D+03,OC)-0.480D+03)
C*****
C***** LATERAL FUNCTIONS *****
C***** FUNCTION 1 -----
C-----
F1=3.22D+00
C----- FUNCTION 4 -----
F4T1=3.6D-01-1.2D-03*OC
PSF4=LIMIT(2.0D+02,1.0D+03,PSI)
F4T3=2.0D-01-PSF4*3.0D-04
F4T4=1.0D-01-PSF4*1.0D-04
IF (PSF4.LE.5.0D+02) THEN
FLF4=F4T3
ELSE
FLF4=F4T4
END IF
F4=LIMIT(FLF4,3.0D-01,F4T1)
C----- FUNCTION 7 -----
F7T1=3.75D+00+5.0D-02*LIMIT(1.25D+02,2.5D+01,QC)
F7T2=OC-3.25D+02
F7T3=PSI-6.28D+02
F7T4=1.00D+01+LIMIT(-3.25D+02,3.25D+02,F7T2)
**LIMIT(-3.86D+02,0.0D+00,F7T3)*2.71D-05
IF (OC.LE.3.25D+02) THEN
F7=F7T1
ELSE
F7=F7T4
END IF
C----- FUNCTION 13 -----
PSL=LIMIT(2.0D+02,2.116D+03,PSI)
F13L=(4.45D+02+LIMIT(2.42D+02,6.28D+02,PSL))*2.39D-04
FLL=1.3D-01
IF (PSL.LE.8.0D+02) THEN
A=5.4D-02+3.59D-04*PSL
B=-1.745D-01-8.4D-05*PSL
ELSE
A=1.22D-03*PSL-6.37D-01

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FAG10570
FAG10580
FAG10590
FAG10600
FAG10610
FAG10620
FAG10630
FAG10640
FAG10650
FAG10660
FAG10670
FAG10680
FAG10690
FAG10700
FAG10710
FAG10720
FAG10730
FAG10740
FAG10750
FAG10760
FAG10770
FAG10780
FAG10790
FAG10800
FAG10810
FAG10820
FAG10830
FAG10840
FAG10850
FAG10860
FAG10870
FAG10880
FAG10890
FAG10900
FAG10910
FAG10920
FAG10930
FAG10940
FAG10950
FAG10960
FAG10970
FAG10980
FAG10990
FAG11000
FAG11010
FAG11020
FAG11030
FAG11040

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B=1.92D-01-5.42D-04*PSL
END IF
C=1.52D-01+5.34D-05*PSL
D=LIMIT(0.0D+00,2.8D+00,RI)
F13T1=C+(D*(B+(A*D)))
F13=LIMIT(ELL,F13L,F13T1)
-----
FUNCTION 31
F31T1=6.538D-05*LIMIT(0.0D+00,2.116D+03,PSI)
F31T2=1.449D+00-LIMIT(1.455D+03,2.116D+03,PSI)*5.1D-04
IF(RI.LE.7.17D-01) THEN
  F31T3=F31T2
ELSE
  F31T3=1.12D-01
END IF
F31T4=RI-7.17D-01
F31T5=LIMIT(-7.17D-01,6.62D-01,F31T4)*F31T3
F31T6=2.247D-01-F31T1-F31T5
F31=LIMIT(0.0D+00,1.6D-01,F31T6)
-----
FUNCTION 34
F34T1=1.5D+00-2.0D-01*DABS(ALPHA-2.5D+00)
F34=LIMIT(0.0D+00,1.0D+00,F34T1)
-----
FUNCTION 6
RV11=F34*F31
F6T1=PSI*1.04D-04+2.2D-01*LIMIT(0.0D+00,1.12D+00,RI)
F6T2=LIMIT(0.0D+00,4.31D-01,F6T1)-RV11*2.5D-01
F6=5.11D-01-LIMIT(3.11D-01,1.0D+04,F6T2)
-----
FUNCTION 35
F35T1=9.55D-01-ALPHA*3.25D-02
F35T2=5.0D-01+ALPHA*4.221D-02
IF(ALPHA.LE.6.0D+00) THEN
  F35T3=F35T2
ELSE
  F35T3=F35T1
END IF
F35=2.0*LIMIT(1.75D-01,5.0D-01,F35T3)
-----
FUNCTION 36
F36T1=LIMIT(0.0D+00,8.0D-01,RI)+PSI*1.69D-04-7.88D-01
F36T2=7.46D-03*(4.4D+02-LIMIT(4.4D+02,6.4D+02,PSI))
OR=9.5D+02+LIMIT(7.0D-01,1.9D+00,RI)*5.4D+02
F36T3=OR-OC
GR=LIMIT(0.0D+00,2.0D+02,F36T3)*5.0D-03
F36T4=1.0D+00+F36T1*F36T2
GH=LIMIT(0.0D+00,1.0D+00,F36T4)
F36=MIN(GH,GR)
-----
FUNCTION 39
F39=LIMIT(1.3D+01,2.5D+01,ALPHA)*8.333D-02-1.08329D+00
-----
FUNCTION 41
F41T1=LIMIT(8.0D+00,2.2D+01,ALPHA)-8.0D+00

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FAG11050
FAG11060
FAG11070
FAG11080
FAG11090
FAG11100
FAG11110
FAG11120
FAG11130
FAG11140
FAG11150
FAG11160
FAG11170
FAG11180
FAG11190
FAG11200
FAG11210
FAG11220
FAG11230
FAG11240
FAG11250
FAG11260
FAG11270
FAG11280
FAG11290
FAG11300
FAG11310
FAG11320
FAG11330
FAG11340
FAG11350
FAG11360
FAG11370
FAG11380
FAG11390
FAG11400
FAG11410
FAG11420
FAG11430
FAG11440
FAG11450
FAG11460
FAG11470
FAG11480
FAG11490
FAG11500
FAG11510
FAG11520

FAG12010
 FAG12020
 FAG12030
 FAG12040
 FAG12050
 FAG12060
 FAG12070
 FAG12080
 FAG12090
 FAG12100
 FAG12110
 FAG12120
 FAG12130
 FAG12140
 FAG12150
 FAG12160
 FAG12170
 FAG12180
 FAG12190
 FAG12200
 FAG12210
 FAG12220
 FAG12230
 FAG12240
 FAG12250
 FAG12260
 FAG12270
 FAG12280
 FAG12290
 FAG12300
 FAG12310
 FAG12320
 FAG12330
 FAG12340
 FAG12350
 FAG12360
 FAG12370
 FAG12380
 FAG12390
 FAG12400
 FAG12410
 FAG12420
 FAG12430
 FAG12440
 FAG12450
 FAG12460
 FAG12470
 FAG12480

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ELSE
FS1=-2.4306D-01*FSRI+3.967D-02
AOAM=-1.0D+01
AOAB=-4.5D-01
END IF
IF (RI.LE.3.34D-01) THEN
  FLL=-9.8D-01
ELSE
  FLL=-1.2D+00
END IF
F38T1=LIMIT(-5.0D+00,2.5D+01,ALPHA)
F38T2=LIMIT(-5.0D+00,2.04D+01,ALPHA)
IF (RI.LE.3.34D-01) THEN
  F38T3=F38T1
ELSE
  F38T3=F38T2
END IF
F38T4=(FS1*(F38T3+AOAM))+AOAB
F38T5=LIMIT(FLL,1.0D+01,F38T4)
F38T6=4.8D-02-F38T1*4.98D-02
F38T7=F38T1-3.9D+00+1.0D-02*LIMIT(2.4D+02,3.09D+02,PSI)
F38T8=LIMIT(0.0D+00,2.5D+00,F38T7)-2.5D+00
F38T9=RI-7.2D-01
F38T10=1.68D-02*LIMIT(0.0D+00,2.08D+00,F38T9)
F38T11=F38T6+F38T8*F38T10
IF (ALPHA.LE.1.0D+01) THEN
  F38=F38T11
ELSE
  F38=F38T5
END IF
C----- FUNCTION 42 -----
F42=7.61D-01
C----- FUNCTION 45 -----
F45T1=LIMIT(5.0D+02,1.0D+03,QC)-5.0D+02)*1.0D-03
F45T2=1.2121D-03*LIMIT(6.25D+02,1.45D+03,PSI)-7.5758D-01
F45=1.0D+00-F45T1*F45T2
C----- FUNCTION 90 -----
F90T1=6.28D+02-PSI
F90T2=RI-7.2D-01
F90=1.65D+01+2.0511D-02*(LIMIT(0.0D+00,3.86D+02,F90T1)
**LIMIT(0.0D+00,2.08D+00,F90T2))
FUNCTION 96 -----
F96T1=1.54D+00-4.4D-03*LIMIT(0.0D+00,1.68D+02,QC)
F96T2=3.6D-01+QC*8.8D-04
IF (QC.LE.5.0D+02) THEN
  F96T3=F96T1
ELSE
  F96T3=F96T2

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END IF
F96T4=(6.28D+02-LIMIT(2.42D+02,6.28D+02,PSI))*7.772D-04
F96T5=F96T3+F96T4
F96=LIMIT(0.0D+00,1.1D+00,F96T5)
C-----
IF (RI.GE.2.8D-01.AND.RI.LE.7.6D-01) THEN
  F112=4.0D+00
  ELSE
  F112=0.0D+00
END IF
C-----
F113=1.6667D-01*LIMIT(1.2D+01,1.8D+01,ALPHA)-2.0D+00
C-----
F114=8.9286D-01*LIMIT(1.6D-01,3.0D-01,RI)-1.4286D-01
C*****
C      COMPUTE FILTER COEFFICIENTS
C*****
C-----
P2N1=(2.0D+00*1.5D-02*(1.0D+00+F22)+TS)/{2.0D+00*1.5D-02+TS}
P2N2={TS-2.0D+00*1.5D-02*(1.0D+00+F22)}/{2.0D+00*1.5D-02+TS}
P2D=(2.0D+00*1.5D-02-TS)/(2.0D+00*1.5D-02+TS)
C-----
P5N1=TS/(8.0D-02+TS)
P5N2=P5N1
P5D=(8.0D-02-TS)/(8.0D-02+TS)
C-----
P9N1=TS
P9N2=0.0D+00
P9D=1.0D+00
C-----
P11N1=TS/(3.9D-01*2.0D+00+TS)
P11N2=P11N1
P11D=(3.9D-01*2.0D+00-TS)/(3.9D-01*2.0D+00+TS)
C-----
P12N1=TS/(7.9D-01*2.0D+00+TS)
P12N2=P12N1
P12D=(7.9D-01*2.0D+00-TS)/(7.9D-01*2.0D+00+TS)
C-----
Y3N1=2.0D+00/(2.0D+00+TS)
Y3N2=-1.0D+00*Y3N1
Y3D=(2.0D+00-TS)/(2.0D+00+TS)
C-----
Y5N1=(7.5D-01*2.0D+00+TS)/(5.0D-01*2.0D+00+TS)
Y5N2=(TS-7.5D-01*2.0)/(5.0D-01*2.0+TS)
Y5D=(5.0D-01*2.0D+00-TS)/(5.0D-01*2.0D+00+TS)
C*****
C      COMPUTE LONGITUDINAL CONTROL SYSTEM COEFFICIENTS
C*****
FAG12490
FAG12500
FAG12510
FAG12520
FAG12530
FAG12540
FAG12550
FAG12560
FAG12570
FAG12580
FAG12590
FAG12600
FAG12610
FAG12620
FAG12630
FAG12640
FAG12650
FAG12660
FAG12670
FAG12680
FAG12690
FAG12700
FAG12710
FAG12720
FAG12730
FAG12740
FAG12750
FAG12760
FAG12770
FAG12780
FAG12790
FAG12800
FAG12810
FAG12820
FAG12830
FAG12840
FAG12850
FAG12860
FAG12870
FAG12880
FAG12890
FAG12900
FAG12910
FAG12920
FAG12930
FAG12940
FAG12950
FAG12960

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C----- PITCH RATE TO COLLECTIVE STABILATOR COEFFICIENTS -----
T1=F68*F32A*F12
T2=F68*F32A*F40
B0=T1*P9N1*P2N2+T2*P2N1
B1=T1*(P9N1*P2N2+P9N2*P2N1)+T2*(P2N2-P2N1*P9D)
B2=T1*P9N2*P2N2-T2*P2N2*P9D
QST3 = B0
QST1=(B0*P9D**2.0+B1*P9D+B2)/(P9D-P2D)
QST2=(B0*P2D**2.0+B1*P2D+B2)/(P2D-P9D)
C----- NORMAL ACCELERATION TO COLLECTIVE STABILATOR COEFFICIENTS -----
T1=3.5D+00*F12*F32A
T2=3.5D+00*F32A
B0=T1*P5N1*P9N1+T2*P5N1
B1=T1*(P9N1*P5N2+P9N2*P5N1)+T2*(P5N2-P5N1*P9D)
B2=T1*P9N2*P5N2-T2*P5N2*P9D
NZST3=-B0
NZST1=-{B0*P9D**2.0+B1*P9D+B2}/{P9D-P5D}
NZST2=-{B0*P5D**2.0+B1*P5D+B2}/{P5D-P9D}
C
NZST3 = 0.0D+00
NZST1 = 0.0D+00
NZST2 = 0.0D+00
C----- PITCH STICK TO COLLECTIVE STABILATOR COEFFICIENTS -----
T1=F20*F32A*F12
T2=F20*F32A
B0=T1*P9N1+T2
B1=T1*P9N2-T2*P9D
PXST2=B0
PXST1=B0*P9D+B1
C----- ANGLE OF ATTACK TO LEADING EDGE FLAP COEFFICIENTS -----
B0=1.3281D+00*P11N1
B1=1.3281D+00*P11N2
AALE2=B0
AALE1=B0*P11D+B1
C----- ANGLE OF ATTACK TO TRAILING EDGE FLAP COEFFICIENTS -----
B0=1.405D+00*P12N1
B1=1.405D+00*P12N2
AATE2=B0
AATE1=B0*P12D+B1
C*****
C***** COMPUTE LATERAL CONTROL SYSTEM COEFFICIENTS *****
C*****
RK6T=LIMIT(0.0D+00 5.0D-01,1.2D-01-F4)
RV7=MIN(F6*F35 F6-f101)
C----- ROLL RATE TO DIFFERENTIAL STABILATOR COEFFICIENT -----
RRST=RV7*(F4+RK6T)
C
RRST = 0.0D+00
C----- LATERAL STICK TO DIFFERENTIAL STABILATOR COEFFICIENT
PYST=RV7*F1*F7*(F13+F4)
FAG12970
FAG12980
FAG12990
FAG13000
FAG13010
FAG13020
FAG13030
FAG13040
FAG13050
FAG13060
FAG13070
FAG13080
FAG13090
FAG13100
FAG13110
FAG13120
FAG13130
FAG13140
FAG13150
FAG13160
FAG13170
FAG13180
FAG13190
FAG13200
FAG13210
FAG13220
FAG13230
FAG13240
FAG13250
FAG13260
FAG13270
FAG13280
FAG13290
FAG13300
FAG13310
FAG13320
FAG13330
FAG13340
FAG13350
FAG13360
FAG13370
FAG13380
FAG13390
FAG13400
FAG13410
FAG13420
FAG13430
FAG13440

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C----- RUDDER TO DIFFERENTIAL STABILATOR COEFFICIENT ----- FAGL3450
PZST=RV7*F14*F39*1.33D+00 FAGL3460
C----- ROLL RATE TO DIFFERENTIAL LEADING EDGE COEFFICIENT ----- FAGL3470
RRLE=F93*(F4+RK6T) FAGL3480
C----- RRLLE = 0.0D+00 FAGL3490
C----- LATERAL STICK TO DIFFERENTIAL LEADING EDGE COEFFICIENT FAGL3500
PYLE=F93*F1*F7*(F13+F4) FAGL3510
C----- ROLL RATE TO DIFFERENTIAL TRAILING EDGE COEFFICIENT ----- FAGL3520
RRTTE=F31*F34*(F4+RK6T) FAGL3530
C----- RRLTE = 0.0D+00 FAGL3540
C----- LATERAL STICK TO DIFFERENTIAL TRAILING EDGE COEFFICIENT FAGL3550
PYTE=F31*F34*F1*F7*(F13+F4) FAGL3560
C----- ROLL RATE TO AILERON COEFFICIENT ----- FAGL3570
RRA=F35*F36*5.0D-01*(F4+RK6T) FAGL3580
C----- RRLA = 0.0D+00 FAGL3590
C----- LATERAL STICK TO AILERON COEFFICIENT ----- FAGL3600
PYA=F35*F36*5.0D-01*F1*F7*(F13+F4) FAGL3610
C----- RUDDER TO AILERON COEFFICIENT ----- FAGL3620
PZA=F35*F36*5.0D-01*F14*F39*1.33D+00 FAGL3630
C***** COMPUTE DIRECTIONAL SYSTEM COEFFICIENTS ***** FAGL3640
C***** YAW RATE TO RUDDER COEFFICIENTS ***** FAGL3650
C----- YAW RATE TO RUDDER COEFFICIENTS ----- FAGL3660
T1=F45*F96*DCOS(ALPHA) FAGL3680
B0=T1*Y3N1 FAGL3690
B1=T1*Y3N2 FAGL3700
YRR2=B0 FAGL3710
YRR2 = 0.0D+00 FAGL3720
YRR1=B0*Y3D+B1 FAGL3730
YRR1 = 0.0D+00 FAGL3740
C----- LATERAL ACCELERATION TO RUDDER COEFFICIENT ----- FAGL3750
NYS=F45*F90 FAGL3760
NYS = 0.0D+00 FAGL3770
C----- ROLL RATE TO RUDDER COEFFICIENTS ----- FAGL3780
T1=F45*F96*DSIN(ALPHA) FAGL3790
T2=F45*F38*F30*F42*(2.0D+00*PRA+2.0D+00*RRST) FAGL3800
B0=T1*Y3N1+T2*Y5N1 FAGL3810
B1=T1*(Y3N2-Y3N1*Y5D)+T2*(Y5N2-Y5N1*Y3D) FAGL3820
B2=-1.0D+00*(T1*Y3N2*Y5D+T2*Y5N2*Y3D) FAGL3830
RRR3=B0 FAGL3840
RRR1=(B0*Y3D**2.0+B1*Y3D+B2)/{(Y3D-Y5D)} FAGL3850
RRR2=(B0*Y5D**2.0+B1*Y5D+B2)/{(Y5D-Y3D)} FAGL3860
RRR3 = 0.0D+00 FAGL3870
RRR1 = 0.0D+00 FAGL3880
RRR2 = 0.0D+00 FAGL3890
C----- LATERAL STICK TO RUDDER COEFFICIENTS ----- FAGL3900
T1=F45*F38*F30*F42*(2.0D+00*PYA+2.0D+00*PYST) FAGL3910
B0=T1*Y5N1 FAGL3920

```



```

AC( 8, 8 )=Y3D
AC( 9, 9 )=Y3D
AC( 16, 10 )=Y5D
AC( 11, 11 )=Y5D
AC( 12, 12 )=Y5D
C-----
AFC MATRIX -----
BFC( 1, 1 )=1. OD+00
BFC( 2, 1 )=1. OD+00
BFC( 3, 2 )=1. OD+00
BFC( 4, 2 )=1. OD+00
BFC( 6, 3 )=1. OD+00
BFC( 7, 3 )=1. OD+00
BFC( 8, 4 )=1. OD+00
BFC( 9, 5 )=1. OD+00
BFC( 16, 5 )=1. OD+00
C-----
BC MATRIX -----
BC( 5, 1 )=1. OD+00
BC( 11, 2 )=1. OD+00
BC( 12, 3 )=1. OD+00
C-----
CC MATRIX -----
CC( 1, 1 )=OST1
CC( 1, 2 )=OST2
CC( 1, 3 )=NZST1
CC( 1, 4 )=NZST2
CC( 1, 5 )=-FXST1
CC( 2, 6 )=AALE1
CC( 3, 7 )=AATE1
CC( 8, 8 )=-YRR1
CC( 8, 9 )=RRR1
CC( 8, 10 )=RRR2
CC( 8, 11 )=PYR1
CC( 8, 12 )=PZR1
C-----
CFC MATRIX -----
DFC( 1, 1 )=OST3
DFC( 1, 2 )=NZST3
DFC( 2, 3 )=AALE2
DFC( 3, 3 )=AATE2
DFC( 4, 5 )=-RRST
DFC( 5, 5 )=-RRLE
DFC( 6, 5 )=-RRTE
DFC( 7, 5 )=-RRA
DFC( 8, 4 )=-YRR2
DFC( 8, 5 )=RRR3
DFC( 8, 6 )=NYR
C-----
DC MATRIX -----
DC( 1, 1 )=-PXST2
DC( 4, 2 )=PYST
DC( 4, 3 )=PZST
FAG14890
FAG14900
FAG14910
FAG14920
FAG14930
FAG14940
FAG14950
FAG14960
FAG14970
FAG14980
FAG14990
FAG15000
FAG15010
FAG15020
FAG15030
FAG15040
FAG15050
FAG15060
FAG15070
FAG15080
FAG15090
FAG15100
FAG15110
FAG15120
FAG15130
FAG15140
FAG15150
FAG15160
FAG15170
FAG15180
FAG15190
FAG15200
FAG15210
FAG15220
FAG15230
FAG15240
FAG15250
FAG15260
FAG15270
FAG15280
FAG15290
FAG15300
FAG15310
FAG15320
FAG15330
FAG15340
FAG15350
FAG15360

```



```

CALL NULL(AUTH, NAUTH)
GAINO(1,1) = 1.0D+00
GAINO(2,1) = 1.0D+00
GAINO(3,2) = 1.0D+00
GAINO(4,2) = 1.0D+00
GAINO(5,3) = 1.0D+00
GAINO(6,3) = 1.0D+00
GAINO(1,4) = -1.0D+00
GAINO(2,4) = 1.0D+00
GAINO(3,5) = 1.0D+00
GAINO(4,5) = -1.0D+00
GAINO(5,6) = -1.0D+00
GAINO(6,6) = 1.0D+00
GAINO(7,7) = -1.0D+00
GAINO(8,7) = 1.0D+00
GAINO(9,8) = 1.0D+00
GAINO(10,8) = 1.0D+00
AUTH(1,1) = 10.5D+00*RTD
AUTH(2,1) = AUTH(1,1)
AUTH(3,3) = 3.D+00*RTD
AUTH(4,4) = AUTH(3,3)
AUTH(5,5) = 30.D+00*RTD
AUTH(6,6) = AUTH(5,5)
AUTH(7,7) = 25.D+00*RTD
AUTH(8,8) = AUTH(7,7)
AUTH(9,9) = 30.D+00*RTD
AUTH(10,10) = AUTH(9,9)
SCALE(GMO TO SIMILAR UNITS AS GM
DO 10 I = 1,8
DO 20 J = 1,10
GMO(I,J) = GMO(I,J)*RTD
CONTINUE
CONTINUE
C CHECK FAILURE AND FIX FLAGS, COMPUTE IMPAIRED GAIN MATRIX IF POSITIVE
IF (IFAIL.EQ.1.AND.IFIX.EQ.1) THEN
  COMPUTE GENERALIZED INVERSE OF GM
  TRANP(GM,NGM,GMT,NGMT)
  CALL MULT(GM,NGM,GMT,NGMT,DUM1,NDUM1)
  CALL MINV(64,DUM1,8,D,DUM2,DUM3)
  CALL MULT(GMT,NGMT,DUM1,NDUM1,GMINV,NGMINV)
  CALL OUTPUT(GMINV,NGMINV(1),NGMINV(2),'GMIN')
  COMPUTE IMPAIRED GAIN MATRIX GAINI
  CALL MULT(GMINV,NGMINV,GMO,NGMO,DUM1,NDUM1)
  CALL MULT(DUM1,NDUM1,GAINO,NGAINO,GAINI,NGAINI)
  CALL MULT(GM,NGM,AUTH,NAUTH,DUM1,NDUM1)
  TRANP(DUM1,NDUM1,DUM2,NDUM2)
  CALL MULT(DUM2,NDUM2,DUM1,NDUM1,DUM3,NDUM3)
  CALL LINV2E(DUM3,NDUM3(1),NDUM3(1),GMINV,1,WA,IER)

```

```

FAG15850
FAG15860
FAG15870
FAG15880
FAG15890
FAG15900
FAG15910
FAG15920
FAG15930
FAG15940
FAG15950
FAG15960
FAG15970
FAG15980
FAG15990
FAG16000
FAG16010
FAG16020
FAG16030
FAG16040
FAG16050
FAG16060
FAG16070
FAG16080
FAG16090
FAG16100
FAG16110
FAG16120
FAG16130
FAG16140
FAG16150
FAG16160
FAG16170
FAG16180
FAG16190
FAG16200
FAG16210
FAG16220
FAG16230
FAG16240
FAG16250
FAG16260
FAG16270
FAG16280
FAG16290
FAG16300
FAG16310
FAG16320

```

```

CALL MULT(GMINV,NGMINV,DUM2,NDUM2,DUM6,NDUM6,NDUM6)
CALL MULT(AUTH,NAUTH,DUM6,NDUM6,DUM4,NDUM4)
CALL MULT(DUM4,NDUM4,GMO,NGMO,DUM5,NDUM5)
CALL MULT(DUM5,NDUM5,GAINO,NGAINO,GAINI,NGAINI)
CALL EQUATE(GAINI,NGAINI,GAIN,NGAIN)
WRITE(6,85)
FORMAT(/,1X,'CALCULATED IMPAIRED MATRIX VIA G.E. LOGIC FOLLOWS')
85 WRITE(6,90)((GAINI(I,J),J=1,8),I=1,10)
90 FORMAT(1X,10(E8.1,1X))
ELSE
CALL EQUATE(GAINO,NGAINO,GAIN,NGAIN)
END IF
C
CALL OUTPUT(GAIN,NGAIN(1),NGAIN(2),'GAIN')
RETURN
END
C*****
C
C
C
C
FUNCTION LIMIT
C*****
FUNCTION LIMIT(X,Y,Z)
REAL*8 X,Y,Z,LIMIT
IF(Z.GE.Y) THEN
LIMIT=Y
ELSE IF(Z.LE.X) THEN
LIMIT=X
ELSE
LIMIT=Z
END IF
RETURN
END
C*****
C
C
C
C
FUNCTION MIN
C*****
FUNCTION MIN(X,Y)
REAL*8 MIN,X,Y
IF(X.LT.Y) THEN
MIN=X
ELSE
MIN=Y
END IF
RETURN
END
C*****
C

```

```

FAG16330
FAG16340
FAG16350
FAG16360
FAG16370
FAG16380
FAG16390
FAG16400
FAG16410
FAG16420
FAG16430
FAG16440
FAG16450
FAG16460
FAG16470
FAG16480
FAG16490
FAG16500
FAG16510
FAG16520
FAG16530
FAG16540
FAG16550
FAG16560
FAG16570
FAG16580
FAG16590
FAG16600
FAG16610
FAG16620
FAG16630
FAG16640
FAG16650
FAG16660
FAG16670
FAG16680
FAG16690
FAG16700
FAG16710
FAG16720
FAG16730
FAG16740
FAG16750
FAG16760
FAG16770
FAG16780
FAG16790
FAG16800

```


SUBROUTINE OUTPUT

```

C*****
C SUBROUTINE OUTPUT(A,NROW,NCOL,NAME)
C IMPLICIT REAL*8(A-H,O-Z)
C DIMENSION A(NROW,NCOL)
C CHARACTER*4 NAME
C WRITE(2,555) NAME
*****
IF (NCOL.EQ.3) THEN
  CALL COLM(1,3)
  DO 53 I=1,NROW
    WRITE(2,3) I,(A(I,J),J=1,3)
  ELSE IF (NCOL.EQ.4) THEN
    CALL COLM(1,4)
    DO 54 I=1,NROW
      WRITE(2,4) I,(A(I,J),J=1,4)
  ELSE IF (NCOL.EQ.5) THEN
    CALL COLM(1,5)
    DO 55 I=1,NROW
      WRITE(2,5) I,(A(I,J),J=1,5)
  ELSE IF (NCOL.EQ.6) THEN
    CALL COLM(1,6)
    DO 56 I=1,NROW
      WRITE(2,6) I,(A(I,J),J=1,6)
  ELSE IF (NCOL.EQ.7) THEN
    CALL COLM(1,7)
    DO 57 I=1,NROW
      WRITE(2,7) I,(A(I,J),J=1,7)
  ELSE IF (NCOL.EQ.8) THEN
    CALL COLM(1,7)
    DO 58 I=1,NROW
      WRITE(2,7) I,(A(I,J),J=1,7)
    CALL COLM(8,8)
    DO 30 I=1,NROW
      WRITE(2,1) I,(A(I,J),J=8,8)
  ELSE IF (NCOL.EQ.10) THEN
    CALL COLM(1,7)
    DO 60 I=1,NROW
      WRITE(2,7) I,(A(I,J),J=1,7)
    CALL COLM(8,10)
    DO 41 I=1,NROW
*****
FAGL6810
FAGL6820
FAGL6830
FAGL6840
FAGL6850
FAGL6860
FAGL6870
FAGL6880
FAGL6890
FAGL6900
FAGL6910
FAGL6920
FAGL6930
FAGL6940
FAGL6950
FAGL6960
FAGL6970
FAGL6980
FAGL6990
FAGL7000
FAGL7010
FAGL7020
FAGL7030
FAGL7040
FAGL7050
FAGL7060
FAGL7070
FAGL7080
FAGL7090
FAGL7100
FAGL7110
FAGL7120
FAGL7130
FAGL7140
FAGL7150
FAGL7160
FAGL7170
FAGL7180
FAGL7190
FAGL7200
FAGL7210
FAGL7220
FAGL7230
FAGL7240
FAGL7250
FAGL7260
FAGL7270
FAGL7280

```

```

41      WRITE(2,4) I,(A(I,J),J=8,10)
      ELSE IF (NCOL.EQ.11) THEN
        CALL COLM(1,7)
        DO 61 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=1,7)
        CALL COLM(8,11)
        DO 42 I=1,NROW
          WRITE(2,4) I,(A(I,J),J=8,11)
      ELSE IF (NCOL.EQ.12) THEN
        CALL COLM(1,7)
        DO 62 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=1,7)
        CALL COLM(8,12)
        DO 43 I=1,NROW
          WRITE(2,5) I,(A(I,J),J=8,12)
      ELSE IF (NCOL.EQ.14) THEN
        CALL COLM(1,7)
        DO 64 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=1,7)
        CALL COLM(8,14)
        DO 65 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=8,14)
      ELSE IF (NCOL.EQ.18) THEN
        CALL COLM(1,7)
        DO 68 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=1,7)
        CALL COLM(8,14)
        DO 69 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=8,14)
        CALL COLM(15,18)
        DO 31 I=1,NROW
          WRITE(2,4) I,(A(I,J),J=15,18)
      ELSE IF (NCOL.EQ.24) THEN
        CALL COLM(1,7)
        DO 74 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=1,7)
        CALL COLM(8,14)
        DO 75 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=8,14)
        CALL COLM(15,21)
        DO 44 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=15,21)
        CALL COLM(22,24)

```

```

FAG17290
FAG17300
FAG17310
FAG17320
FAG17330
FAG17340
FAG17350
FAG17360
FAG17370
FAG17380
FAG17390
FAG17400
FAG17410
FAG17420
FAG17430
FAG17440
FAG17450
FAG17460
FAG17470
FAG17480
FAG17490
FAG17500
FAG17510
FAG17520
FAG17530
FAG17540
FAG17550
FAG17560
FAG17570
FAG17580
FAG17590
FAG17600
FAG17610
FAG17620
FAG17630
FAG17640
FAG17650
FAG17660
FAG17670
FAG17680
FAG17690
FAG17700
FAG17710
FAG17720
FAG17730
FAG17740
FAG17750
FAG17760

```

FAG17770
 FAG17780
 FAG17790
 FAG17800
 FAG17810
 FAG17820
 FAG17830
 FAG17840
 FAG17850
 FAG17860
 FAG17870
 FAG17880
 FAG17890
 FAG17900
 FAG17910
 FAG17920
 FAG17930
 FAG17940
 FAG17950
 FAG17960
 FAG17970
 FAG17980
 FAG17990
 FAG18000
 FAG18010
 FAG18020
 FAG18030
 FAG18040
 FAG18050
 FAG18060
 FAG18070
 FAG18080
 FAG18090
 FAG18100
 FAG18110
 FAG18120
 FAG18130
 FAG18140
 FAG18150
 FAG18160
 FAG18170
 FAG18180
 FAG18190
 FAG18200
 FAG18210
 FAG18220
 FAG18230
 FAG18240

```

32 DO 32 I=1,NROW
   WRITE(2,3) I,(A(I,J),J=22,24)
      ELSE IF (NCOL.EQ.32) THEN
        CALL COLM(1,7)
        DO 82 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=1,7)
          CALL COLM(8,14)
        DO 83 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=8,14)
          CALL COLM(15,21)
        DO 84 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=15,21)
          CALL COLM(22,29)
        DO 85 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=22,29)
          CALL COLM(30,32)
        DO 33 I=1,NROW
          WRITE(2,3) I,(A(I,J),J=30,32)
      ELSE IF (NCOL.EQ.43) THEN
        CALL COLM(1,7)
        DO 94 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=1,7)
          CALL COLM(8,14)
        DO 95 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=8,14)
          CALL COLM(15,21)
        DO 96 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=15,21)
          CALL COLM(22,28)
        DO 97 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=22,28)
          CALL COLM(29,35)
        DO 98 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=29,35)
          CALL COLM(36,42)
        DO 45 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=36,42)
          CALL COLM(43,43)
        DO 34 I=1,NROW
          WRITE(2,1) I,(A(I,J),J=43,43)
      ELSE IF (NCOL.EQ.55) THEN
        CALL COLM(1,7)
        DO 99 I=1,NROW
          WRITE(2,7) I,(A(I,J),J=1,7)
          CALL COLM(8,14)

```



```

CALL NULL(V2,NV2)
CALL NULL(SD,NSD)
C----- WRITE MATRICIES TO OPMATD DATA FILE-----
I = 0
IANS = 1
IDOPTD = 1
WRITE(3,150)
WRITE(3,120)
WRITE(3,131)
WRITE(3,130)
WRITE(3,132)
WRITE(3,130)
WRITE(3,133)
WRITE(3,130)
WRITE(3,135)
WRITE(3,130)
WRITE(3,136)
WRITE(3,130)
WRITE(3,137)
WRITE(3,130)
WRITE(3,138)
WRITE(3,130)
WRITE(3,139)
WRITE(3,141)
WRITE(3,130)
WRITE(3,142)
WRITE(3,130)
FORMAT(5I5,5X,F10.5)
FORMAT(4D20.13)
FORMAT(1X,2HAD)
FORMAT(1X,2HBD)
FORMAT(1X,2HHD)
FORMAT(1X,4HGAMD)
FORMAT(1X,2HFD)
FORMAT(1X,2HEK)
FORMAT(1X,2HGD)
FORMAT(1X,2HOD)
FORMAT(1X,2HRD)
FORMAT(1X,2HV1)
FORMAT(1X,2HV2)
FORMAT(1X,2HSD)
FORMAT(I1,3X,I1,3X,I1)
RETURN
END
FAG19210
FAG19220
FAG19230
FAG19240
FAG19250
FAG19260
FAG19270
FAG19280
FAG19290
FAG19300
FAG19310
FAG19320
FAG19330
FAG19340
FAG19350
FAG19360
FAG19370
FAG19380
FAG19390
FAG19400
FAG19410
FAG19420
FAG19430
FAG19440
FAG19450
FAG19460
FAG19470
FAG19480
FAG19490
FAG19500
FAG19510
FAG19520
FAG19530
FAG19540
FAG19550
FAG19560
FAG19570
FAG19580
FAG19590
FAG19600
FAG19610
FAG19620
FAG19630
FAG19640
FAG19650
FAG19660

```


AIRCRAFT FLIGHT CONDITIONS AND SAMPLING TIME

MACH = 0.6000E+00 ALT = 0.1000E+05 ALPHA = 0.2618E+01
 NZ = 0.1000E+01 TS = 0.1250E-01

CONTROL PARAMETERS, AND FAILURE PARAMETERS

START TIME = 0 STOP TIME = 240
 AMPLITUDE = 0.10E+01 CONTROL NUMBER = 1
 RIGHT STAB FAILURE = 0 LEFT STAB FAILURE = 0

FX MATRIX

	1	2	3	4
1	0.000E+00	0.000E+00	0.000E+00	-0.322E+02
2	0.000E+00	-0.114E+01	0.642E+03	0.000E+00
3	0.000E+00	-0.127E-01	-0.947E+00	0.000E+00
4	0.000E+00	0.000E+00	0.100E+01	0.000E+00

GX MATRIX

	1	2	3
1	0.000E+00	0.000E+00	0.000E+00
2	-0.130E+03	0.194E+02	-0.149E+03
3	-0.156E+02	-0.161E+01	0.150E+01
4	0.000E+00	0.000E+00	0.000E+00

HX MATRIX

	1	2	3	4
1	0.000E+00	0.000E+00	0.100E+01	0.000E+00
2	0.000E+00	-0.114E+01	-0.575E+01	0.000E+00
3	0.000E+00	0.154E-02	0.000E+00	0.000E+00

DX MATRIX

	1	2	3
1	0.000E+00	0.000E+00	0.000E+00
2	-0.130E+03	0.194E+02	-0.149E+03
3	0.000E+00	0.000E+00	0.000E+00

FYZ MATRIX

1	-0.245E+00	-0.647E+03	0.285E-01	0.322E+02
2	0.849E-02	-0.246E+00	0.113E+00	0.000E+00
3	-0.256E-01	0.730E+00	-0.283E+01	0.000E+00
4	0.000E+00	0.000E+00	0.100E+01	0.000E+00

GYZ MATRIX					
1	-0.693E+01	0.000E+00	0.000E+00	0.291E+01	0.349E+02
2	-0.396E+00	0.000E+00	-0.835E+00	0.896E+00	-0.326E+01
3	0.119E+02	0.000E+00	0.131E+02	0.131E+02	0.440E+01
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

HYZ MATRIX				
1	0.000E+00	0.100E+01	0.000E+00	0.000E+00
2	0.000E+00	0.000E+00	0.100E+00	0.000E+00
3	-0.245E+00	0.777E+00	0.285E-01	0.150E-01

DYZ MATRIX					
1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	
2	0.000E+00	0.000E+00	0.000E+00	0.000E+00	
3	-0.693E+01	0.000E+00	0.000E+00	0.291E+01	0.349E+02

AIR DATA CALCULATIONS

T = 0.4831D+03 RHO = 0.1755D-02 PSI = 0.1455D+04
A = 0.1078D+04 QC = 0.3671D+03 RI = 0.2522D+00

GMO MATRIX									
1	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
2	-0.648E+02	-0.648E+02	0.971E+01	0.971E+01	-0.745E+02	-0.745E+02	0.745E+02	0.745E+02	0.000E+00
3	-0.780E+01	-0.780E+01	0.804E+00	0.804E+00	0.750E+00	0.750E+00	0.750E+00	0.750E+00	0.000E+00
4	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
5	0.693E+01	0.693E+01	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.291E+01
6	0.396E+00	-0.396E+00	0.000E+00	0.000E+00	0.835E+00	-0.835E+00	0.835E+00	-0.835E+00	0.896E+00
7	-0.119E+02	0.119E+02	0.000E+00	0.000E+00	0.131E+02	-0.131E+02	0.131E+02	-0.131E+02	0.440E+01
8	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
9	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
10	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00

4 0.000E+00
 5 0.322E+02
 6 0.000E+00
 7 0.000E+00
 8 0.000E+00

GM MATRIX
 1 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 2 0.113E+01 0.113E+01 0.170E+00 0.170E+00 0.170E+00 0.170E+00 0.130E+01
 3 0.136E+00 0.136E+00 0.140E-01 0.140E-01 0.140E-01 0.140E-01 0.131E-01
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 5 0.121E+00 0.121E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 6 0.692E-02 0.692E-02 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 7 0.207E+00 0.207E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.146E-01
 8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.228E+00
 9 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 10 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 11 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 12 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 13 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 14 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 15 0.509E-01 0.305E+00 0.305E+00 0.305E+00 0.305E+00 0.305E+00 0.509E-01
 16 0.156E-01 0.284E-01 0.284E-01 0.284E-01 0.284E-01 0.284E-01 0.156E-01
 17 0.229E+00 0.384E-01 0.384E-01 0.384E-01 0.384E-01 0.384E-01 0.229E+00
 18 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

HM MATRIX
 1 0.000E+00 0.000E+00 0.100E+01 0.100E+01 0.000E+00 0.000E+00 0.000E+00
 2 0.000E+00 0.114E+01 0.575E+00 0.575E+00 0.000E+00 0.000E+00 0.000E+00
 3 0.000E+00 0.154E-02 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 5 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 6 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 7 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

1 0.000E+00
 2 0.000E+00
 3 0.000E+00
 4 0.000E+00
 5 0.000E+00
 6 0.150E-01

DM MATRIX
 1 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 2 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 3 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 5 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 6 0.150E-01 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 7 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

1	000E+00	000E+00	000E+00	000E+00
2	000E+00	000E+00	000E+00	000E+00
3	000E+00	000E+00	000E+00	000E+00
4	000E+00	000E+00	000E+00	000E+00
5	000E+00	000E+00	000E+00	000E+00
6	000E+00	000E+00	000E+00	000E+00
7	000E+00	000E+00	000E+00	000E+00
8	000E+00	000E+00	000E+00	000E+00
9	000E+00	000E+00	000E+00	000E+00
10	000E+00	000E+00	000E+00	000E+00
11	000E+00	000E+00	000E+00	000E+00
12	000E+00	000E+00	000E+00	000E+00
13	000E+00	000E+00	000E+00	000E+00
14	000E+00	000E+00	000E+00	000E+00
15	000E+00	000E+00	000E+00	000E+00
16	000E+00	000E+00	000E+00	000E+00
17	000E+00	000E+00	000E+00	000E+00
18	000E+00	000E+00	000E+00	000E+00
19	000E+00	000E+00	000E+00	000E+00
20	000E+00	000E+00	000E+00	000E+00
21	0563E+04	000E+00	000E+00	000E+00
22	000E+00	000E+00	000E+00	000E+00
23	000E+00	000E+00	000E+00	000E+00
24	000E+00	000E+00	000E+00	0520E+04

HA	MATRIX	4	5	6	7
1	000E+00	000E+00	000E+00	000E+00	000E+00
2	000E+00	000E+00	000E+00	000E+00	000E+00
3	000E+00	000E+00	000E+00	000E+00	000E+00
4	000E+00	000E+00	000E+00	000E+00	000E+00
5	000E+00	000E+00	000E+00	000E+00	000E+00
6	000E+00	000E+00	000E+00	000E+00	000E+00
7	000E+00	000E+00	000E+00	000E+00	000E+00
8	000E+00	000E+00	000E+00	000E+00	000E+00
9	000E+00	000E+00	000E+00	000E+00	000E+00
10	000E+00	000E+00	000E+00	000E+00	000E+00
11	000E+00	000E+00	000E+00	000E+00	000E+00
12	000E+00	000E+00	000E+00	000E+00	000E+00
13	000E+00	000E+00	000E+00	000E+00	000E+00
14	000E+00	000E+00	000E+00	000E+00	000E+00
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16	000E+00	000E+00	000E+00	000E+00	000E+00
17	000E+00	000E+00	000E+00	000E+00	000E+00
18	000E+00	000E+00	000E+00	000E+00	000E+00
19	000E+00	000E+00	000E+00	000E+00	000E+00
20	000E+00	000E+00	000E+00	000E+00	000E+00
21	000E+00	000E+00	000E+00	000E+00	000E+00
22	000E+00	000E+00	000E+00	000E+00	000E+00
23	000E+00	000E+00	000E+00	000E+00	000E+00
24	000E+00	000E+00	000E+00	000E+00	000E+00

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0.000E+00
5 0.000E+00 0.000E+00 0.000E+00 0.509E-01 0.000E+00-0.509E-01 0.000E+00 0.000E+00
0.305E+00
6 0.000E+00-0.146E-01 0.000E+00 0.156E-01 0.000E+00-0.156E-01 0.000E+00 0.000E+00
-0.284E-01
7 0.000E+00 0.228E+00 0.000E+00-0.229E+00 0.000E+00 0.229E+00 0.000E+00 0.000E+00
0.384E-01
8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
0.000E+00
9 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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10 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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11 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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12 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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13 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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14 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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15 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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16 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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17 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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18 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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19 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
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20 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
0.000E+00
21 0.100E+01 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
0.000E+00
22 -0.497E+02 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
0.000E+00
23 0.000E+00 0.000E+00 0.100E+01 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
0.000E+00
24 0.000E+00-0.123E+04-0.497E+02 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
0.000E+00
25 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.100E+01 0.000E+00 0.000E+00
0.000E+00
26 0.000E+00 0.000E+00 0.000E+00-0.563E+04-0.885E+02 0.000E+00 0.000E+00 0.000E+00
0.000E+00
27 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.100E+01
0.000E+00
28 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00-0.563E+04-0.885E+02

5 0.000E+00
6 0.000E+00
7 0.000E+00
8 0.000E+00
9 0.100E+01
10 0.100E+01

FUNCTION VALUES

LONGITUDINAL FUNCTION VALUES

F012 = 0.1606D+01 F020 = 0.7000D+01 F022 = 0.0000D+00
F024 = 0.3666D+01 F025 = 0.1700D+02 F027 = 0.3477D+01
F028 = 0.2965D+02 F29U = 0.3401D+02 F29L = 0.0000D+00
F32A = 0.2724D+00 F32B = 0.1174D+00 F037 = 0.1000D+01
F040 = 0.1235D+00 F068 = 0.3362D+00

LATERAL FUNCTION VALUES

F001 = 0.3220D+01 F004 = 0.1388D-16 F006 = 0.2000D+00
F007 = 0.1000D+02 F013 = 0.1516D+00 F031 = 0.1600D+00
F034 = 0.1000D+01 F035 = 0.1000D+01 F036 = 0.1000D+01
F039 = -.2220D-15 F041 = 0.1000D+01 F093 = 0.0000D+00
F101 = 0.0000D+00

DIRECTIONAL FUNCTION VALUES

F010 = 0.8440D+00 F014 = 0.1975D+00 F017 = 0.0000D+00
F030 = 0.6076D+00 F038 = -.8240D-01 F042 = 0.7610D+00
F045 = 0.1000D+01 F090 = 0.1650D+02 F096 = 0.8008D+00
F112 = 0.0000D+00 F113 = 0.4000D-04 F114 = 0.8234D-01

FILTER COEFFICIENTS

P2N1 = 0.1000D+01 P2N2 = -.4118D+00 P2D = 0.4118D+00
 P5N1 = 0.1351D+00 P5N2 = 0.1351D+00 P5D = 0.7297D+00
 P9N1 = 0.1250D-01 P9N2 = 0.0000D+00 P9D = 0.1000D+01
 P11N1 = 0.1577D-01 P11N2 = 0.1577D-01 P11D = 0.9685D+00
 P12N1 = 0.7849D-02 P12N2 = 0.7849D-02 P12D = 0.9843D+00
 Y3N1 = 0.9938D+00 Y3N2 = -.9938D+00 Y3D = 0.9876D+00
 Y5N1 = 0.1494D+01 Y5N2 = -.1469D+01 Y5D = 0.9753D+00

CONTROL SYSTEM COEFFICIENTS

LONGITUDINAL COEFFICIENTS

QST1 = -.2574D-02 QST2 = 0.7481D-03 QST3 = 0.2144D+00
 NZST1 = -.1914D-01 NZST2 = -.2108D+00 NZST3 = -.1314D+00
 PXST1 = 0.3828D-01 PXST2 = 0.1945D+01 AALE1 = 0.4124D-01
 AALE2 = 0.2095D-01 AALE1 = 0.2188D-01 AATE2 = 0.1103D-01

LATERAL COEFFICIENTS

RRST = 0.2400D-01 PYST = 0.9764D+00 PZST = -.1166D-16
 RRLE = 0.0000D+00 PYLE = 0.0000D+00 RRTE = 0.1920D-01
 PYTE = 0.7811D+00 RRA = 0.6000D-01 PYA = 0.2441D+01
 PZA = -.2916D-16

DIRECTIONAL COEFFICIENTS

YRR1 = 0.8564D-02 YRR2 = -.6894D+00 NYR = 0.1650D+02

11 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 12 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

BC MATRIX

1 0.000E+00 0.000E+00 0.000E+00
 2 0.000E+00 0.000E+00 0.000E+00
 3 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00
 5 0.100E+01 0.000E+00 0.000E+00
 6 0.000E+00 0.000E+00 0.000E+00
 7 0.000E+00 0.000E+00 0.000E+00
 8 0.000E+00 0.000E+00 0.000E+00
 9 0.000E+00 0.000E+00 0.000E+00
 10 0.000E+00 0.000E+00 0.000E+00
 11 0.000E+00 0.100E+01 0.000E+00
 12 0.000E+00 0.000E+00 0.100E+01

CC MATRIX

1 -0.257E-02 0.748E-03 0.191E-01 0.211E+00 0.383E-01 0.000E+00 0.000E+00
 2 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.412E-01 0.000E+00
 3 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.219E-01
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 5 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 6 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 7 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 9 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 10 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 11 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 12 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

DFC MATRIX

1 0.214E+00 0.131E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 2 0.000E+00 0.000E+00 0.209E-01 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 3 0.000E+00 0.000E+00 0.110E-01 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 4 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.240E-01 0.000E+00 0.000E+00
 5 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 6 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 7 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00
 8 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00 0.000E+00

6	913E-06	0.	175E-03	0.	913E-06	0.	172E-03	0.	808E-06	0.	172E-03	0.	808E-06
7	142E-04	0.	272E-02	0.	142E-04	0.	251E-02	0.	118E-04	0.	251E-02	0.	118E-04
8	628E-07	0.	174E-04	0.	628E-07	0.	167E-04	0.	550E-07	0.	167E-04	0.	550E-07
9	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
10	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
12	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
13	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
14	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
15	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
16	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
17	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
18	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
19	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
20	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
21	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
22	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
23	902E-02	0.	923E+00	0.	902E-02	0.	902E+00	0.	000E+00	0.	902E+00	0.	000E+00
24	474E+00	0.	474E+00	0.	474E+00	0.	474E+00	0.	000E+00	0.	474E+00	0.	000E+00
25	000E+00	0.	110E+02	0.	000E+00	0.	707E+00	0.	000E+00	0.	000E+00	0.	000E+00
26	000E+00	0.	000E+00	0.	000E+00	0.	367E+02	0.	000E+00	0.	000E+00	0.	000E+00
27	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
28	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
29	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
30	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
31	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
32	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
33	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
34	402E-04	0.	856E-02	0.	402E-04	0.	402E+00	0.	000E+00	0.	402E+00	0.	000E+00
35	213E-01	0.	463E+01	0.	213E-01	0.	213E+00	0.	000E+00	0.	213E+00	0.	000E+00
36	353E-03	0.	380E-01	0.	353E-03	0.	353E+00	0.	000E+00	0.	353E+00	0.	000E+00
37	219E+00	0.	251E+02	0.	219E+00	0.	219E+00	0.	000E+00	0.	219E+00	0.	000E+00
38	444E-04	0.	113E-03	0.	444E-04	0.	444E+00	0.	000E+00	0.	444E+00	0.	000E+00
39	236E-01	0.	941E-02	0.	236E-01	0.	236E+00	0.	000E+00	0.	236E+00	0.	000E+00
40	692E-04	0.	509E+01	0.	692E-04	0.	692E+00	0.	000E+00	0.	692E+00	0.	000E+00
41	367E-01	0.	147E-01	0.	367E-01	0.	367E+00	0.	000E+00	0.	367E+00	0.	000E+00
42	240E-07	0.	793E+05	0.	240E-07	0.	240E+00	0.	000E+00	0.	240E+00	0.	000E+00
43	141E-04	0.	645E-02	0.	141E-04	0.	141E+00	0.	000E+00	0.	141E+00	0.	000E+00
44	000E+00	0.	387E-02	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
45	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
46	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
47	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
48	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
49	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
50	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
51	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
52	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00
53	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00	0.	000E+00

11	386E+04	0.	194E+04	0.	231E-13
11	507E+00	0.	254E+06	0.	304E-11
11	182E+00	0.	912E-01	0.	109E-17
11	386E+04	0.	106E+02	0.	127E-15
11	507E+06	0.	254E+06	0.	231E-13
11	000E+00	0.	000E+00	0.	304E-11
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	605E-01	0.	000E+00
11	000E+00	0.	863E+01	0.	000E+00
11	000E+00	0.	863E+01	0.	000E+00
11	000E+00	0.	716E+00	0.	000E+00
11	000E+00	0.	896E+02	0.	855E-17
11	000E+00	0.	716E+00	0.	107E-14
11	000E+00	0.	896E+02	0.	855E-17
11	000E+00	0.	102E+00	0.	107E-14
11	000E+00	0.	126E+02	0.	159E-01
11	000E+00	0.	126E+02	0.	321E+01
11	000E+00	0.	126E+02	0.	259E-01
11	000E+00	0.	126E+02	0.	321E+01
11	105E-01	0.	000E+00	0.	000E+00
11	554E+01	0.	000E+00	0.	000E+00
11	114E-01	0.	000E+00	0.	000E+00
11	687E+01	0.	000E+00	0.	000E+00
11	969E-05	0.	000E+00	0.	000E+00
11	000E+00	0.	395E-02	0.	303E-03
11	000E+00	0.	207E+01	0.	159E+00
11	000E+00	0.	780E-02	0.	405E-04
11	000E+00	0.	409E+01	0.	212E-01
11	000E+00	0.	437E-02	0.	439E-03
11	000E+00	0.	262E+01	0.	263E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	100E+01	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	000E+00	0.	000E+00
11	000E+00	0.	100E+01	0.	000E+00
11	000E+00	0.	100E+00	0.	100E+01

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