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## DESCRIPTION

Automatic Turn Coordination Trim  
Control for Rotary Wing Aircraft

## Technical Field

5           This invention relates to flight control systems for rotary wing aircraft, and more particularly to such flight control systems which provide automatic turn coordination control.

## Background Art

10           A coordinated turn for a rotary wing aircraft (e.g. a helicopter having a single main rotor) is defined as a banked turn where the body of the aircraft is tangential to a curvilinear flight path and net acceleration is normal to the floor of the  
15           aircraft (no side-slip vectors). Control of yaw axis commands to the tail rotor is critical in this type of maneuver.

          In mechanical linkage control systems a coordinated turn required that the pilot  
20           simultaneously input (via rudder pedals) the proper amount of yaw to match the amount of roll input provided via the cyclic stick. The more recent fly-by-wire flight control systems (see for example U.S. patents 4,003,532, 4,067,517, 4,206,891 and  
25           4,484,283, all assigned to the assignee of the present invention) auto- matically provide the matching yaw input. The automatic flight control system (AFCS) commands a coordinating yaw input (typically at airspeeds above 60 knots) based on the sensed rate of  
30           the yaw rate gyro. The coordinating yaw signal is then used to modify the main and tail rotor command

signals as necessary to drive the helicopter's lateral acceleration to zero.

Under certain operating conditions (e.g., a cross wind) it is desirable to trim the aircraft such that its nose is placed into the wind, or it is slightly banked into the wind in order to fly the aircraft along a certain heading or ground path. However, automatic turn coordination systems have only provided turn coordination around a wings level datum. This limitation reduces the effectiveness of the automatic turn coordination systems since turn coordination can not be provided by the automatic system, requiring the pilot to supply the necessary yaw input for coordination.

#### 15 Disclosure of the Invention

An object of the present invention is to provide an improved model following flight control system for a rotary wing aircraft, which provides automatic turn coordination about a pilot selectable trim point.

Another object of the present invention is to provide a model following rotary wing aircraft flight control which includes lateral and directional trim control in conjunction with a turn coordination system to automatically provide a yaw command to the aircraft, allowing coordinated turns about a particular pilot adjustable trim attitude which is captured by the trim control.

Yet another object of the present invention is to provide automatic re-trim from the pilot selectable trim to the nominal wings level attitude.

The present invention allows the pilot to trim the aircraft about a particular attitude, and

automatically provides turn coordination at high and low speeds about the trim point.

These and other objects, features, and advantages of the present invention will become more apparent in light of the following best mode embodiment thereof as illustrated in the accompanying drawings.

#### Brief Description of the Drawing

Fig. 1 is a block diagram of the improved model following flight control system of the present invention;

Fig. 2 is a schematic illustration of one portion of the embodiment of Fig. 1;

Fig. 3 is a block diagram of one embodiment of a system components illustrated in Fig. 2;

Fig. 4 is a schematic illustration of the functional elements of the component illustrated in Fig. 3;

Fig. 5 is a schematic illustration depicting further functional details of Fig. 4;

Fig. 6 is a companion schematic illustration of Fig. 5;

Fig. 7 is a flow chart diagram illustrating execution of the functions disclosed in Figs. 5, 6, in the embodiment of Fig. 3;

Fig. 8 is a schematic illustration depicting still further functional details of Fig. 4;

Fig. 9 is a flow chart diagram illustrating execution of the functions disclosed in Figs. 8, in the embodiment of Fig. 3;

Fig. 10 is a schematic illustration of a trim control system which operates in conjunction with the logic of Fig. 5-9;

Fig. 11 is a figurative illustration, partially in perspective and partially in schematic, depicting details of another component used in the embodiment of Fig. 1;

5 Fig. 12 is an alternative flow chart diagram to that illustrated in Fig 7 to accommodate incorporation of the trim control of Fig 10 into the flight control function illustrated in Figs. 5, 6;

10 Fig. 13 is an alternative flow chart diagram to that illustrated in Fig. 9, for controlling the switches within the LSTC logic of Fig. 8 when the trim function of Fig. 10 is incorporated;

Fig. 14 is a detailed illustration of the Body to Euler Transform of Fig. 4;

15 Fig. 15 is a detailed illustration of the Euler to Body Transform of Fig. 4;

Fig. 16 is an illustration of the proportional and integral compensator of Fig. 4; and

20 Fig. 17 is a pictorial illustration of an aircraft in which the flight control system embodiment of Fig. 1 may be used.

#### Best Mode for Carrying Out the Invention

Referring first to Fig 17, which is a pictorial illustration of a helicopter embodiment 18 of a rotary wing aircraft in which the present invention may be used. The helicopter includes a main rotor assembly 19 and tail rotor assembly 20.

Referring now to Fig. 1, the helicopter flight control system of the present invention 21 is a model following control system which shapes the pilot's sidearm controller and displacement stick commands through an "inverse vehicle model" to produce the desired aircraft response. The system includes a

Primary Flight Control System (PFCS) 22 and an Automatic Flight Control System (AFCS) 24. The PFCS receives displacement command output signals from a displacement collective stick 26 on line 27 and the AFCS receives the collective stick discrete output signals on a line 28. The PFCS and AFCS each receive the force output command signals of a four axis sidearm controller 29, on lines 30, and the aircraft's sensed parameter signals from sensors 31, on lines 32. The pilot command signals on lines 27, 28, and 30 and the sensed parameter signals on lines 32 are shown consolidated within trunk lines 33 and 34 in the PFCS and AFCS, respectively.

The PFCS and AFCS each contain control channel logic for controlling the yaw, pitch, roll and lift axes of the aircraft. In Fig. 1 these logic modules are shown by blocks 35-38 for the PFCS and blocks 39-42 for the AFCS. The PFCS provides rotor command signals and the AFCS logic provides conditioning and/or trimming of the PFCS four axis logic functions. The PFCS and AFCS logic modules interconnect through bus 43.

As described in detail hereinafter, the PFCS and AFCS use a model following algorithm in each control axis to provide rotor command signals on output lines 44 to a main rotor mixing function 45 which commands displacement of mechanical servos 46 and linkages 47 to control the tip path plane of the main rotor 19. Rotor command signals are also provided on lines 44 to the helicopter's tail rotor servos 48 which control the thrust of the tail rotor 20 through linkages 49. The sensed parameter signals from sensors 31, on lines 32, provide the PFCS and AFCS with the aircraft's

angular rate and attitude response to the rotor command signals.

Fig. 2 is a partial schematic section of Fig 1, illustrating the functional interconnection of the PFCS 22 and AFCS 24 yaw logic modules 35 and 39, respectively. The PFCS yaw logic module 35 receives a yaw axis command signal on line 50, provided through trunk lines 33 and lines 30, from the sidearm controller 29 (FIG 18. In the present embodiment the sidearm controller is a four axis force stick in which the yaw axis command signal is generated by the pilot's lateral twisting (left or right yaw) of the sidearm controller. The yaw command signal is presented to the input of yaw rate model circuitry 52 (e.g. a first order lag filter with selected radians/sec/volt signal gain) that provides a commanded yaw rate signal on a line 54 indicative of the desired rate of change for the aircraft attitude about the yaw axis. Selection of the yaw rate model is dependant on the dynamics of the aircraft and the yaw response desired.

The commanded yaw rate signal on line 54 is presented simultaneously to: the input of a yaw-axis, vehicle inverse model 56, a summing junction 58, the bus 43 to the AFCS yaw logic module 39. The inverse model receives the aircraft's actual airspeed from sensors 31, through lines 32 and trunk 33, as a sensed airspeed signal on line 60. The inverse model 56 is a Z-model transform, which may be embodied as a first order lead filter with instantaneous voltage gain and time constant characteristics which vary with the magnitude of the sensed airspeed signal on line 60. The cascaded yaw rate model 52 and inverse model 56

provide a feedforward path for the sidearm control signal on line 50.

The feedforward, inverse Z-model transform provides the primary control input to tail rotor 20 (Fig 1) which causes the helicopter 18 (Fig 17) to yaw at a rate set by the commanded yaw rate signal on line 62. This desired yaw rate signal represents the tail rotor command necessary to achieve the desired yaw-axis rate of change of the aircraft for each pilot 10 commanded maneuver.

The summing function 58 sums the commanded yaw rate signal on line 54 (from the yaw rate model 52) with the aircraft's actual yaw rate, received (from sensors 31, through lines 32 and trunk 33) as a sensed 15 yaw rate signal on line 64, to provide a yaw rate error signal on line 65. The rate error signal is amplified in a rate gain stage 64 and presented to one input of a second summing junction 66. The junction 66 also receives the desired yaw rate signal on line 62 20 from the inverse model 56, and a yaw command modifying signal on a line 68 from a rate and magnitude limiter 70. The limiter 70, which receives a nonlimited version of the yaw command modifying signal on a line 84 (through bus 43) from the AFCS yaw logic module 39, 25 limits the yaw command modifying signal if magnitude and rate of change limits are exceeded. The resulting sum signal is provided on the output line 72 of the PFCS yaw logic module 35, and presented through the PFCS output trunk lines 44 to the tail rotor servos 30 (48, Fig 1).

The magnitude and rate of change of the yaw command modifying signal from the AFCS is a function of the aircraft heading error. The aircraft heading error is the second of two feedback loops around the

tail rotor command signal; the first being the yaw error signal on line 65. As described in detail hereinafter, the yaw command modifying signal is a calculated value provided by a model following algorithm within the AFCS, based on the actual aircraft response to the tail rotor command signal. The yaw command modifying signal modifies the signal magnitude and rate of change of the tail rotor command signal by cancelling that component of the actual yaw rate magnitude (of the sensed yaw rate signal on line 64) which occurs during execution of a coordinated turn. The model following algorithm of the AFCS processes sensed aircraft parameters (sensors 31, Fig. 1) to generate command rate modifying signal characteristics which provide turn coordination at speeds greater than 60 knots when the pilot applies roll stick inputs. The present invention lies in the ability of the system to automatically provide low speed and high speed turn coordination about a particular pilot selectable trim attitude.

As shown in Fig. 2, in addition to the commanded yaw rate signal received from the PFCS yaw logic module 35 on line 54 (through trunk 43), the AFCS yaw logic module 39 receives the following sensed aircraft parameters through trunk line 34: actual airspeed (line 60), actual yaw rate (line 64), pitch attitude (line 86), bank angle (PHI) (line 87), roll rate (line 88), lateral acceleration (line 89), heading (line 90), longitudinal ground speed (line 91), and lateral ground speed (line 92). The best mode embodiment of the AFCS is as a microprocessor based electronic control system in which the algorithms of the AFCS logic modules (39-41, Fig. 1) reside in executable program listings stored in memory.

Fig. 3, shows the architecture of a microprocessor based AFCS 24. The commanded yaw rate signal on line 54 is received from input lines 93 included within the lines 43 interconnecting the AFCS and PFCS. The sensed aircraft parameter signals on lines 60, 64, and 86-92 are received from the AFCS input trunk line 34, at an AFCS input port 94. Depending on the format of the input signals (analog or digital) the input port 94 which may include an analog-to-digital converter, a frequency-to-digital convertor, and such other signal conditioning functions known to those skilled in the art as being required to transform the input signals to digital signal format.

The input port is connected through an address/data bus 95 to a microprocessor 96 (e.g., Intel 80286, Motorola 68020), memory means 98 (including RAM, UVPROM, EEPROM), and an output port 100. The output port may comprise a digital-to-analog converter, a parallel-to-serial convertor, a discrete output driver, and such other signal conversion functions known to those skilled in the art as being required to transform the AFCS digital signal format to that required by the control system (21, Fig 1). The output port lines, including the line 84 to the PFCS yaw logic module 35, are presented through lines 101 to the interconnecting lines 43.

Fig. 4 is a block diagram of the AFCS yaw logic 110 resident in the memory 98, and executable in the micro-processor 96. The logic comprises both High Speed Turn Coordination (HSTC) logic 112 and Low Speed Turn Coordination (LSTC) logic 114. The HSTC and the LSTC logics will be discussed separately, along with a turn coordination trim system to be discussed

hereinafter. Note, the HSTC logic includes the logic for conditioning pilot commanded yaw inputs via the sidearm controller at speeds above 60 knots.

HIGH SPEED TURN COORDINATION

As shown in Fig. 5, the HSTC logic 112 receives the bank angle signal, the airspeed signal, the lateral acceleration signal, and the roll rate signal. The bank angle signal on the line 87 is input to logic 116 which implements the equation:

$$r_{\text{hstc}} = (g * \sin(\text{PHI}) / (\text{conditioned airspeed})) \quad (\text{Eq. 1})$$

where:

10  $r_{\text{hstc}}$  = yaw rate necessary for a coordinated turn  
 $g$  = 32.174 feet/sec<sup>2</sup>  
 PHI = the bank angle signal on the line 87.

The airspeed signal in knots on line 60 is input to a gain 118 which converts the signal to feet/second and which provides a signal to a limiting function 120 to prevent a limited output signal on a line 122 from dropping below a certain value (e.g., 16 ft/sec) to prevent dividing by zero. The limited output signal is input to a lag filter 124 which provides the conditioned airspeed signal on a line 126 to the logic 116.

The logic 116 provides the signal on a line 128 to a switch 132 the operation of which shall be discussed in detail hereinafter. The signal  $r_{\text{hstc}}$  is indicative of amount of yaw required for a coordinated turn at a particular aircraft bank angle and airspeed.

The lateral acceleration signal on the line 89 is input to a magnitude limiter 140, which provides a signal to a gain 142 that is controlled as a function of the airspeed signal. As airspeed increases from 60 knots to 80 knots, the magnitude of the gain 142 also increases from zero to a non-zero value, resulting in a larger product on a line 144. Similarly, as the airspeed decreases the magnitude of the gain decreases, resulting in a smaller product being output on the line 144. When airspeed is less than 60 knots, the gain of gain function 142 is zero, providing a signal substantially equal to zero line 144. The product signal on the line 144 is input to a two pole switch 145 whose operation is controlled by a discrete signal on a line 146 produced by an OR gate 147. The OR gate is responsive to two discrete signals: pilot yaw input engaged YAWENG, and a high speed turn coordination engaged signal, TCENGHS.

Fig. 7 is a flow chart diagram of a routine for controlling TCENGHS, and YAWENG. The routine is entered at step 152, where a first test determines if the airspeed is less than or equal to 60 knots. If it is, the signal VXBTCS is cleared by a step 156. Otherwise, a test determines if a manual yaw input is being provided from the sidearm controller, and if it is a step 158 engages manual yaw control by setting the discrete YAWENG. If the pilot is not providing a yaw input via the sidearm controller, a test 159 determines if the airspeed is greater than or equal to 80 knots, and if it is the signal VXBTCS is set in a step 160. These steps and tests 154, 159 implement a hysteresis function which sets VXBTCS when airspeed is above 80 knots, and clears VXBTCS when airspeed goes below 60 knots, assuming no yaw input is

received. Although specific values are often times recited in the specification, they are used by way of example to facilitate an understanding of the invention, and not by way of limitation on the invention. As may be understood by those skilled in the art, the actual values will depend on the requirements of each aircraft.

A test 162 is performed next to determine if the magnitude of the bank angle, PHI is less than 2 degs. If it is, a test 163 is performed to determine if aircraft is in a coordinated turn (i.e., is the pilots turn and slip indicator ball centered?). If test 163 determines the aircraft is in a coordinated turn a test 164 is performed to determine if the magnitude of the yaw rate RSENS is less than 2 degs/sec, and if it is a step 166 sets the variable TEMP. If either of tests 162-164 are false a step 168 clears TEMP.

A subroutine 170 is performed next to delay any transitions of the variable TEMP for two seconds. It should be understood that the two second delay has been placed in the logic 150 in the interest of clarity, but clearly in a real time control system such as a flight control system of the present invention, delaying processor functions for two seconds is unacceptable. Therefore, during the two second delay of the subroutine, the microprocessor 96 (Fig. 3) is performing other tasks until the two seconds has elapsed, as well known to those skilled in the art.

A test 172 is performed next to determine if TEMP is set, and if it is both automatic turn coordination and manual yaw control are disengaged (i.e., both TCENGHS and YAWENG are cleared) in a step 174. Otherwise, a test 176 determines if the magnitude of

the bank angle, PHI is greater than or equal to two degrees, and if it is a test 178 is performed next. The test 178 examines if the pilot is inputting a roll signal via the sidearm controller by checking the  
5 signal on the line 58 (Fig. 2), and if he is inputting a roll signal, a test 179 is performed next to determine if VXBTCS is set and if so turn coordination is engaged by a step 180. A return step 182 is the final step in the routine 150.

10 It should be noted in the logic illustrated in Fig. 7, that airspeed is only used as a criteria to engage the HSTC logic, it is not used as a criteria for disengaging the HSTC logic. The two criteria for disengaging the HSTC logic are bank angle PHI, and yaw  
15 rate RSENS. The test 163 is primarily used for the yaw manual control where yaw input is being received from the sidearm controller. If the magnitude of both PHI and RSENS falls below their respective predetermined minimum, and the aircraft is  
20 coordinated, both the HSTC and manual yaw control are disengaged. This allows the HSTC logic to remain engaged throughout a decelerating turn in which the airspeed drops below 60 knots, but either yaw rate or bank angle remains above its respective predetermined  
25 minimum threshold defined in tests 162,164.

Referring back to Fig. 5 with the knowledge of how the HSTC logic is engaged/disengaged, the signal on the line 144 is input to the switch 145. When the HSTC logic or manual yaw control are engaged (i.e.,  
30 TCENGHS=1 or YAWENG=1) the switch 145 closes, allowing the signal on the line 144 to pass onto a line 190 which goes to both a lag filter 192, and a summing function 194. Note, the switch 145 is illustrated in the open position. Making the switch responsive to

both TCENGHS and YAWENG, engages the lateral acceleration path (89,144,190) when either the high speed turn coordination conditions are met, or the pilot is providing a manual input via the sidearm controller.

5  
The roll rate signal on the line 88 is input to a lag filter 198 which attenuates high frequency noise, and provides a signal on line 200 to a first limiting function 202, and to a second limiting function 204.  
10 The limits of the first and second limiting functions 202, 204, respectively, are designed to provide a signal on a line 206 when the aircraft is rolled in one direction (e.g., 0° to 179°), and similarly to provide a signal on a line 208 when the aircraft is rolled in the other direction (e.g., 0° to -179°).  
15 Two gain functions 210,212 are also provided. The magnitude of the first gain 210 is less than the magnitude of the second gain 212, to account for the asymmetrical forces associated with rolling the aircraft to the left, rather than the right, which arise as a result of the main rotor gyroscopic forces. The outputs from the first and second gain 210,212 are both input to a summing function 214 which provides a turn anticipation signal on a line 216 to a gain 218.  
20  
25 The gain 218, which is a function of the airspeed signal on the line 63 (similar to the gain 142), provides a signal to a limiting function 220 which in turn provides a signal on a line 222 to a switch 224. The state of the switch 224 is controlled by the  
30 signal TCENGHS, such that when TCENGHS is true (i.e., set) the switch is closed placing the signal on the line 222 onto a line 226. Note, the switch is shown in the open position, and the switch is only responsive to the high turn coordination discrete

TCENGHS, and not the manual yaw control discrete  
YAWENG. A summing function 227 sums the signal on the  
line 226 with the output signal from the lag filter  
192, and provides a signal on a line 228 to a division  
5 function 230. The division function 230 divides the  
signal on the line 228 by the signal on the line 126,  
and provides the resultant signal on a line 232 to a  
summing function 234. The signal on the line 126 is  
also input to yet another division function 236, where  
10 the signal from the summing function 194 is divided by  
the signal on the line 126, and the result is provided  
on a line 238 to a summing function 240.

The summing function 240 also receives a signal  
on a line 242 from a summing function 244, which is  
15 responsive to a signal from a switch 132, and a signal  
on a line 248 from the LSTC 114 (Fig. 4). The switch  
132 is controlled by the HSTC enable signal, TCENGHS,  
such that when the TCENGHS is true (i.e., set) the  
switch is placed in the closed position. Similarly,  
20 when TCENGHS is false (i.e., cleared) the switch is  
placed into the open position as shown. The summing  
function 234 provides a signal on a line 250, and the  
summing function 240 provides a signal on a line 252.

Referring to Fig. 6, the remainder of the HSTC  
25 logic 112 receives the signals on the lines 250, 252  
which are provided to summing functions 254, 256  
respectively. The logic also receives the aircraft  
yaw rate signal on the line 70 which is input to a  
summing function 260. The yaw rate command signal on  
30 the line 62 from the PFCS is input to both a gain  
function 261, and to a multiplier 262 which receives  
an airspeed dependant gain from a scheduler function  
263. The gain function 263 provides a signal on a  
line 264 to the summing functions 256 and 260. The

summing function 260 provides a signal on a line 265 to a multiplier 266 which also receives an airspeed gain signal on a line 267 from a scheduler 268. The scheduler 268 provides a gain of zero belows 60 knots, at ramps the gain from 60-80 knots. The multiplier 266 provides a signal on a line 269 to the summing function 254. Note the inverse symmetry of gain versus airspeed in the schedulers 263,268.

The gain function 261 provides a signal on a line 270 to limit functions 274,276. Limit function 274 provides a signal to the summing function 254, which in turn provides an output signal on a line 280. The limit function 276 provides a signal to a summing function 284, which also receives a signal on a line 286, and provides the sum of these two signals on a line 288.

Fig. 4-7 presents a detailed illustration of the control laws for the HSTC logic and the manual yaw control logic. The HSTC computes a yaw signal necessary to provide a coordinated turn at a particular aircraft bank angle and airspeed, and shapes/conditions this desired yaw signal as a further function of airspeed, lateral acceleration, and roll rate to provide signals which operate in the aircraft yaw control logic to provide for an improved high speed automatic turn coordination control system. By providing two different yaw rate command signals on the lines 280,288, the HSTC achieves improved automatic turn coordination, in part due to the additional shaping/conditioning associated with having two separate lateral acceleration paths, one with a lag filter 192, and the other without.

The manual yaw control is also provided for in the HSTC logic. As illustrated in Fig. 7 and

discussed hereinbefore, when a sidearm controller yaw input is received (157), the manual yaw control is engaged by setting YAWENG. Now referring to Fig. 5, when YAWENG is set, switch 145 is closed which engages the lateral acceleration path (89,144,190), from which a synthesized yaw rate signal is computed and compared to the actual the desired aircraft yaw rate signal as shown in Fig. 6, and hereinbefore discussed.

5

Comparing the desired aircraft yaw rate with the synthesized yaw rate computed from lateral acceleration the pilot to control lateral acceleration via the sidearm controller.

10

When the sidearm controller provides only a yaw input, a flat turn is being commanded (i.e., bank angle equals zero). This is a desirable response at high speeds for yaw inputs

15

#### LOW SPEED TURN COORDINATION LOGIC

The LSTC logic 114 illustrated in Fig. 8, receives the bank angle signal, PHI, the longitudinal ground speed signal and the lateral ground speed signal. The bank angle signal on the line 87 is input to computation logic 300 which implements the equation:

20

$$r_{lstc} = (g * \sin(\text{PHI})) / (\text{conditioned ground speed})$$

(Eq. 2)

25

where:

$$r_{lstc} = \text{yaw rate necessary for a coordinated turn}$$

$$g = 32.174 \text{ feet/sec}^2$$

$$\text{PHI} = \text{the bank angle signal on the line 87.}$$

30

The variable  $r_{1stc}$  is indicative of the amount of aircraft yaw required for a particular bank angle PHI, and conditioned ground speed for the aircraft to be in a coordinated turn. The computation logic 300  
5 implements Eq. 2 and provides a signal on a line 302 to a fade function 304 whose operation is controlled by the discrete signal TCENGLS. That is, when TCENGLS is set the fade function gain transitions to unity and passes the signal on the line 302 onto a line 306.  
10 That is, the function fades the fades the input signal in or out on the fade output line within a specified period of time depending on the state TCENGLS. When TCENGLS transitions when clear to set, the fade function fades in the input signal, and when TCENGLS  
15 transitions from set to clear the function fades the signal out.

The longitudinal ground speed signal on the line 91 is input to a limiting function 308 which ensures its limited output signal on a line 310 does not drop  
20 below a certain value (e.g., 16 knots) to prevent dividing by zero. The longitudinal ground speed signal is also input to a gain scheduler 311. The limited output signal is input to a lag filter 312 which provides the conditioned ground speed signal on a line  
25 314 to the logic 300.

The lateral ground speed signal is input on a line 92 to a lag filter 318 which attenuates high frequency noise, and provides a filtered signal to a  
30 multiplication function 319. The multiplication function multiplies the signals from the gain scheduler 311 and the filter 318 to provide a conditioned longitudinal ground speed signal on a line 320. A fade function 324 under the control of the discrete signal TCENGLS, receives the conditioned

ground speed signal, and in turn provides an output  
signal on a line 326 to a division function 328.  
Similar in operation to the fade function 304, the  
fade 324 fades in the conditioned ground speed signal  
when TCENGLS is set, and fades speed signal out when  
5 TCENGLS is cleared. The division function 328  
provides an output signal to a summing function 330,  
which also receives the signal on the line 306. The  
summed value is input to a multiplication function  
10 334.

A scheduler 336 allows the multiplication  
function 334 to pass a non-zero signal onto an output  
line 338, while the longitudinal ground speed signal  
on the line 91 is between 0 and 80 knots. As shown,  
15 the scheduler 336 provides for the non-zero signal by  
ramping in/out the multiplicand signal on a line 340  
between zero and one. Therefore, it is evident from  
the scheduler that the LSTC logic in this one  
embodiment is operational only between 0 and 80 knots;  
20 providing full authority from 25 to 60 knots, and  
limited authority between 0 to 25 knots, and 60 to 80  
knots.

Fig. 9 illustrates a routine 350 which  
enables/disables the LSTC logic by controlling the  
25 discrete signal TCENGLS. Upon entering the routine  
via a step 352, a test 358,360 determine if the  
magnitude of the bank angle, PHI is less than 4  
degrees, and, the magnitude of the aircraft yaw rate  
is less than 2 degrees/second. If both both  
30 conditions are true, a variable TEMP is set by a step  
362. However, if either of tests 358 or 360 are  
negative, a step 364 clears TEMP. A subroutine 366 is  
performed next to delay the edge transitions of the

variable TEMP similar in operation of subroutine 170  
(Fig. 7).

A test 368 which judges the state of TEMP is performed next. If TEMP is set then step 356 is performed which clears TCENGLS, otherwise, a test 370 is executed to determine if the pilot is providing a roll input via the sidearm controller. If he is, and the magnitude of the bank angle PHI is greater than or equal to 4 degrees as determined by a test 372 and the longitudinal ground speed is greater than 16 feet/sec in test 373, a step 374 is performed to enable the LSTC logic by setting TCENGLS. Then, the routine 350 is exited via a return step 376. Using ground speed only to engage the LSTC logic, allows the logic to remain engaged throughout a decelerating turn as long as the magnitude of both yaw rate and bank angle remain above their respective predetermined thresholds defined in test 358,360.

#### TRIM CONTROL FOR AUTOMATIC TURN COORDINATION

Fig. 10 is a functional illustration of a Lateral/Directional Trim Control Function 400 which operates in conjunction with the aforementioned high and low speed automatic turn coordination systems to provide turn coordination about a stored trim (i.e., an aircraft roll attitude). As an example, during crosswind conditions the aircraft can be trimmed to a non-zero bank angle in order to compensate for the wind, and the turn coordination function will automatically coordinate the turn about this new trim attitude. This provides the pilot with automatic turn coordination about an adjustable trim attitude he has

selected, thereby eliminating the need for the pilot to apply manual crosswind compensation.

Referring to Fig. 10, the airspeed signal on the line 63 is provided to a function 402 which provides a  
5 signal on a line 404 to a summing function 406. The summing function also receives the bank angle signal on the line 87, and provides a difference signal to a synchronizer 408. Operation of the synchronizer 408  
10 is controlled by two discrete signals NTCREL1 and TCON on lines 409,410 respectively from the displacement collective stick 26.

The synchronizer 408 provides a signal DELPHI on a line 411 to the HSTC logic 112 and the LSTC logic 114. The signal DELPHI represents the difference between  
15 the signal on the line 407 and the stored bank angle value within the synchronizer 408. The stored bank angle within the synchronizer 408 represents the new bank angle datum about which the HSTC and LSTC will control.

20 The lateral acceleration signal on the line 89 is input to a synchronizer 411 which provides a signal on a line 412 to the HSTC logic 112. The lateral ground speed signal on the line 92 is input to a synchronizer 414 which provides a synchronized signal on line 416.  
25 Operation of each of the synchronizers 410,411 and 414 is controlled by discrete signals NTCREL1 and TCON.

Fig. 11 illustrates a grip portion 430 of the displacement collective stick 26, with the grip  
30 portion having a three position trim switch 432. The state of the three position switch is defined by the two discrete signals, TCREL1 and TCON which are provided from the grip on the lines 409,410 respectively. The state of these signals is based upon the position of the switch as defined in Table 1.

TABLE 1

	<u>SWITCH POSITION</u>	<u>TCREL1</u>	<u>TCON</u>
	first	0	0
	second	1	0
5	third	0	1

When the switch is in the second position, the pilot is commanding that both the HSTC logic and LSTC logic be disengaged so he can fly the aircraft in an uncoordinated manner if he so desires without  
 10 interference from the HSTC and LSTC logics. When the switch position is released from the second position to transition back to the first position, the synchronizers 408,411 and 414 (Fig. 10) respond by storing the respective input each is currently  
 15 receiving. This captures the desired trim attitude of the aircraft. That is, if the pilot desires to trim the aircraft about a new attitude, the pilot places the switch 432 into the second position disabling the HSTC and LSTC logic, and flies the aircraft to the  
 20 desired attitude about which he wishes to capture his new trim point. Once he reaches the desired attitude, he releases the switch from its second position allowing the switch to transition to its first position, which triggers the synchronizers to store  
 25 the input signal each is currently receiving.

As an additional feature in this system, the third switch position is used to initiate a command that the trim attitude currently stored in the synchronizers be faded out over a several second  
 30 period (e.g., three seconds) to the nominal wings level attitude. When the several seconds has elapsed, the synchronizers will each have as their respective

stored trim value the nominal trim which is indicative of a wings level attitude. It is contemplated as an alternative embodiment, that the function of the trim switch 432 may be performed by using two switches, and/or the switch may also be located in a position other than on the collective 430. As an example the switch may be a foot operated switch, or it may be placed on the sidearm controller.

The state of the discrete NTCREL1 and TCON are also used to control the HSTC logic and the LSTC logic in a manner illustrated in Fig. 12 and 13. Fig. 12 illustrates a routine 440 which is a modified version of the routine in Fig. 7, for controlling whether the HSTC logic 112 is engaged or not (i.e., whether the discrete TCENGHS is set or cleared). In the interest of brevity, without sacrificing detail, only the differences between Figs. 7 and 12 will be discussed. The steps, tests and subroutines which have not been modified shall retain the same numerical designation as used in Fig. 7.

Referring to Fig. 12, the routine 440 has been modified first by changing the judgments in tests 441 and 442 to DELPHI which is the signal on the line 411 (Fig. 10). By using DELPHI, rather than PHI, the bank angle datum is now the value stored in the synchronizer 408, rather than the nominal datum of wings level attitude. Another modification is the addition of a judgment of the signal TCREL1 to a test 443. If either of the two conditions in test 443 are satisfied, the step 174 disengages the HSTC. Otherwise, if neither the conditions are satisfied, a test 444 is performed. Test 444 determines if the switch is the third position by judging if the discrete TCON is set, and if it is the HSTC logic is

engaged by setting TCENGHS in a step 446. All the steps/tests/subroutines which have not been modified, operate in the same manner as disclosed in Fig. 7.

The LSTC logic is also modified to work in conjunction with the trim logic by modifying the routine 350 in Fig. 9 to produce routine 450 illustrated in Fig. 13. Referring to Fig. 13, one modification is the addition of a test 452 which determines whether the switch 432 is in the third position. If it is, as indicated by TCON being set, the LSTC logic is engaged by setting TCENGLS in a step 454 and then exiting the routine 450 via a step 376. Otherwise, the routine continues to execute by performing a test 456. The test 456 judges whether the aircraft ground speed is less than 16 feet/second or TCREL1 is set, and if either of these two conditions is satisfied, the LSTC logic is disengaged by clearing TCENGLS in step 356. If neither of the conditions in the test 456 are satisfied, a test 457 is executed next. The test 457 determines if the magnitude of DELPHI is less than 2 degs, similar to test 441 (Fig. 12). DELPHI is also judged in a test 458, rather than PHI. Now that the operation of the HSTC and LSTC logic, along with the trim control logic, have been disclosed, the discussion can return to the AFCS yaw control logic illustrated in Fig. 4.

Referring back to Fig. 4, the HSTC logic 112 provides the signal on the line 288 to a Body to Euler Transformation 459 which transforms the signal which is in terms of aircraft body axes, to a signal on a line 460 which is in terms of inertial axes. The Transform 459 also receives signals indicative of aircraft bank angle, pitch attitude, and commanded pitch rate on line 87,86 and 461 respectively. The

5 details of how the transform is performed are  
illustrated in Fig. 14. One of ordinary skill in the  
art will appreciate that an explanation is not  
required since the operation of the transform is  
readily apparent from Fig. 14.

10 The signal on the line 460 indicative of the  
desired yaw rate of change is input to an aircraft  
attitude model, which in the exemplary embodiment is  
an integrator 462 which integrates the desired yaw  
rate signal on the line 460 over time, providing a  
15 signal indicative of desired aircraft heading on a  
line 464 to a summing function 466. The summing  
function also receives the actual aircraft heading  
signal on the line 90, and provides a heading error  
signal on a line 468 to a Euler to Body Transform 470.

20 The transform 470 converts the signal on the line  
468 which is with respect to inertial axes, back to  
aircraft body axes. The Transform 470 also receives  
signals indicative of aircraft bank angle, pitch  
attitude, and pitch attitude error on lines 87,86 and  
471 respectively. The details of the Euler to Body  
Transform 470 are illustrated in Fig. 15, which upon  
observation shows an explanation is unnecessary since  
the operation of the transform as illustrated in Fig.  
25 15 is apparent to one skilled in the art.

30 The Transform 470 provides a transformed heading  
error signal on a line 472 to a proportional and  
integral compensator 474. The compensator provides a  
signal on a line 476 to a summer 478 which also  
receives the signal on the line 280 feedforward from  
the HSTC logic 112 after being multiplied by a yaw  
rate gain 479, and provides the signal on the line 84.  
The value of the yaw rate gain 479 is equal to the  
rate gain stage 64 (Fig. 1) in the PFCS yaw control

module 35. Using the same value for these gains allows the product of the commanded yaw rate signal and the yaw rate gain on the line 480, to cancel the yaw feedback signal in the PFCS yaw logic module 35 (Fig. 1). The cancelation further improves the automatic turn coordination system performance.

The details of the compensator 474 are illustrated in Fig. 16. The operation of the compensator is apparent from the figure making a detailed explanation unnecessary. However, attention is drawn to the fact that gains 481,482 in the integral and proportional paths respectively, are a function of the airspeed signal on the line 60.

It should be understood the scope of this invention is not limited by the specific gains, lag filters, summing functions and limiting functions presented herein. Rather, it is contemplated in the practice of the present invention that the specific control laws are going to change based upon the dynamics of the plant to be controlled (e.g., an attack helicopter versus a commercial helicopter), and the peculiarities associated with each plant. As an example, the PFCS rate model may be required in some applications to be an order greater than the first order lag disclosed hereinbefore. Similarly, the inverse model may be greater than first order. In addition it is not necessary that the flight control system be partitioned in a PFCS and an AFCS. Rather it is contemplated that the system may not be partitioned at all in some applications, whereas in other applications the system may be further partitioned into subsystems based on criteria such as reliability and maintainability.

Furthermore, while it is obvious it still is worth stating that the present invention is clearly not limited to a microprocessor based control system. The system may be implemented in a non-microprocessor based electronic system (either digital or analog).

5 All the foregoing changes and variations are irrelevant to the invention, it suffices that a model following rotary wing aircraft flight control system provides automatic turn coordination at high and low speeds about a pilot selectable trim attitude.

10 Although the present invention has been shown and described with respect to a best mode embodiment thereof, it should be understood by those skilled in the art that various other changes, omissions and additions to the form and detail of the thereof, may be made therein departing from the spirit and scope of the invention.

15 We claim:

## CLAIMS

1. A helicopter flight control system, comprising:  
means for sensing bank angle, lateral  
acceleration, and longitudinal ground speed and for  
5 providing signals indicative thereof;  
switch means for supplying a first signal and a  
second signal;  
means for coordinating an aircraft banked turn  
about a set point attitude at airspeeds less than 60  
10 knots such the helicopter nose and tail follow the  
same track over the ground;  
means for coordinating an aircraft bank turned  
about a set point attitude while the helicopter  
operates at an airspeed above 60 knots by providing a  
15 high speed yaw command signal which is indicative of  
the yaw necessary for the aircraft to be placed in a  
coordinated while operating a certain bank angle and  
airspeed; and  
means responsive to said first signal and said  
20 second signal, for synchronizing sensed signals  
indicative of helicopter bank angle, lateral ground  
speed and lateral acceleration when said first signal  
is true so as to trim the helicopter about a  
particular attitude, and for re-synchronizing the  
25 aircraft such the aircraft is driven towards a wings  
level attitude when said second signal is true, and  
for providing said set point attitude about which  
coordinated turns are provided.



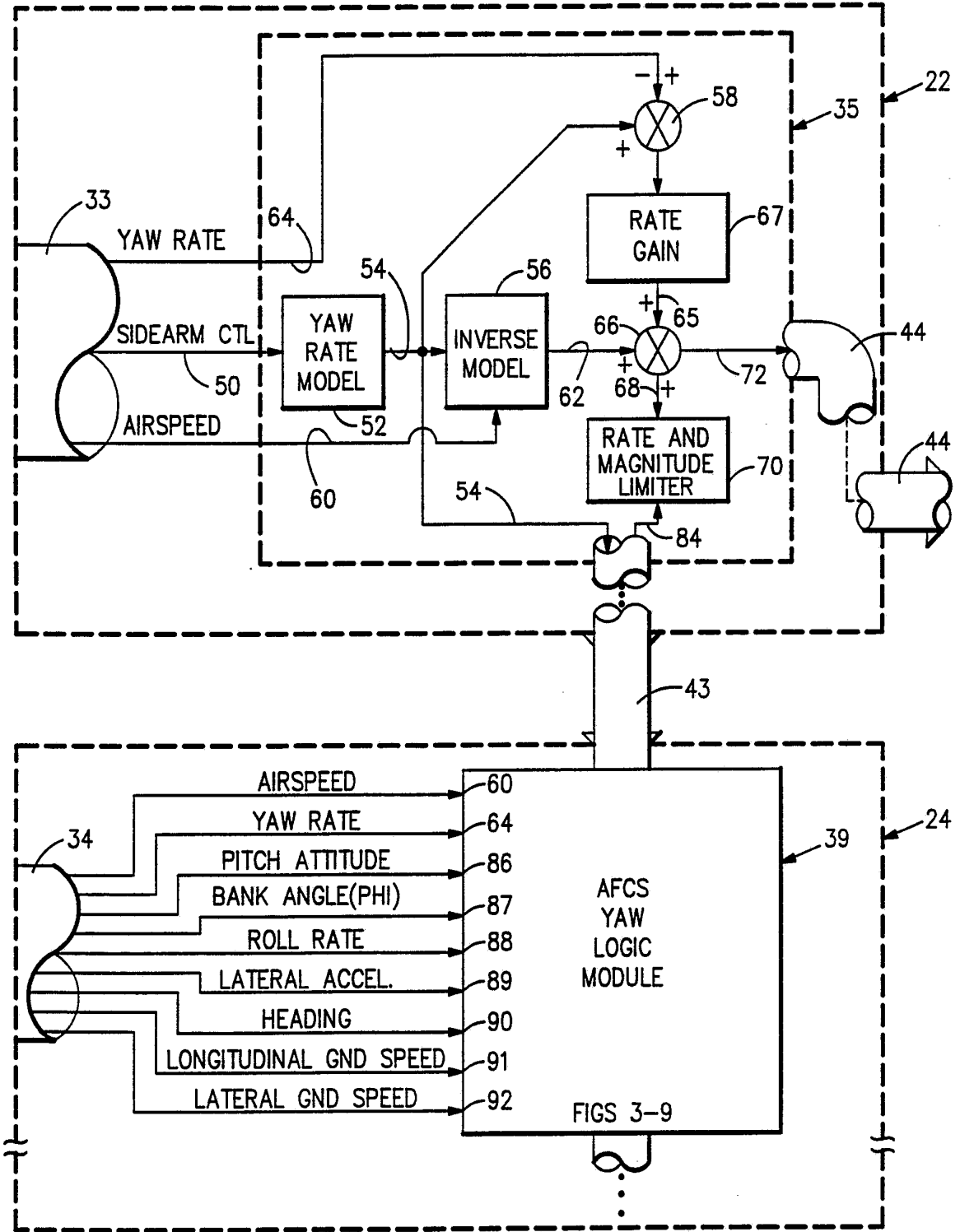


FIG.2

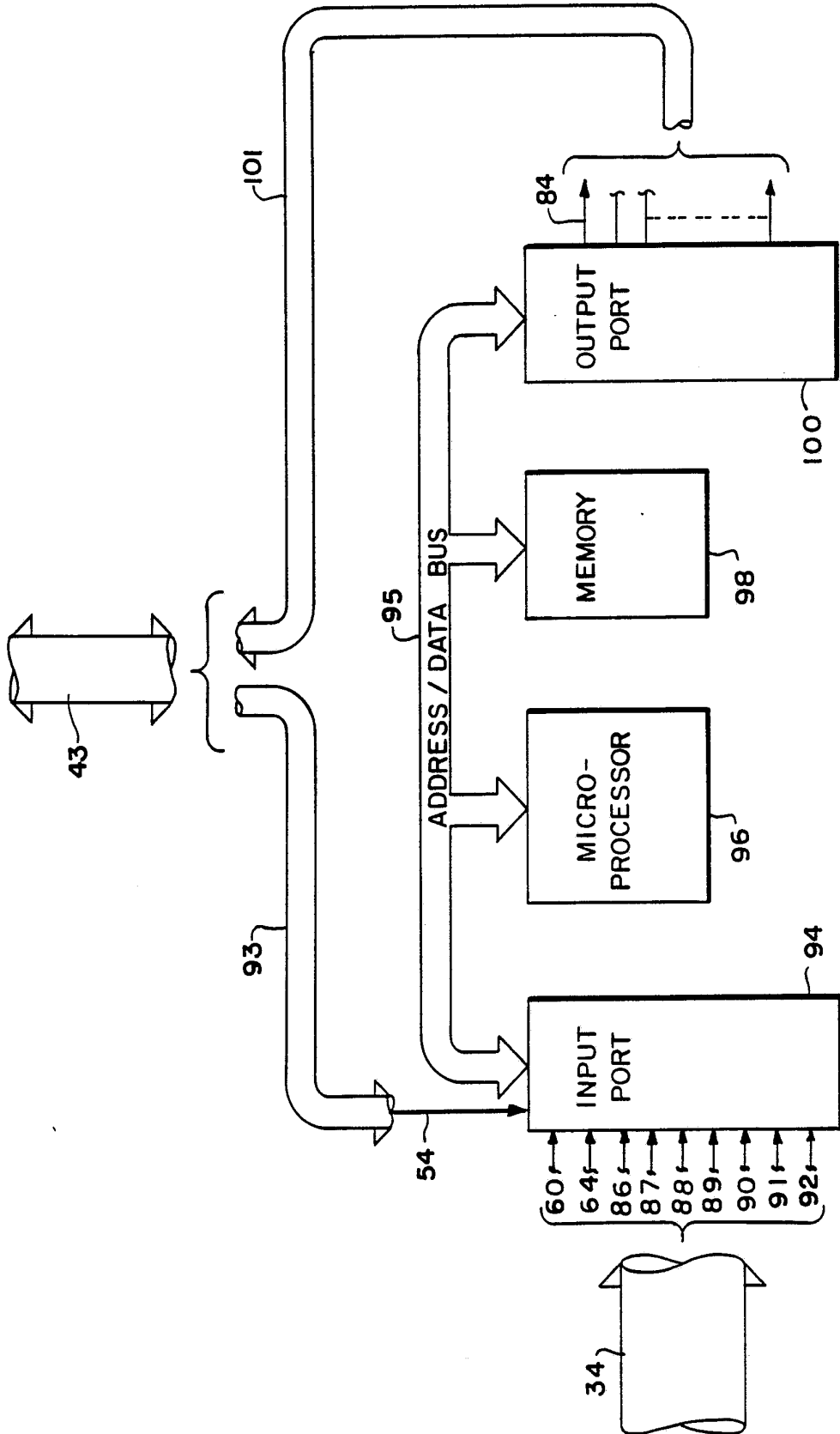
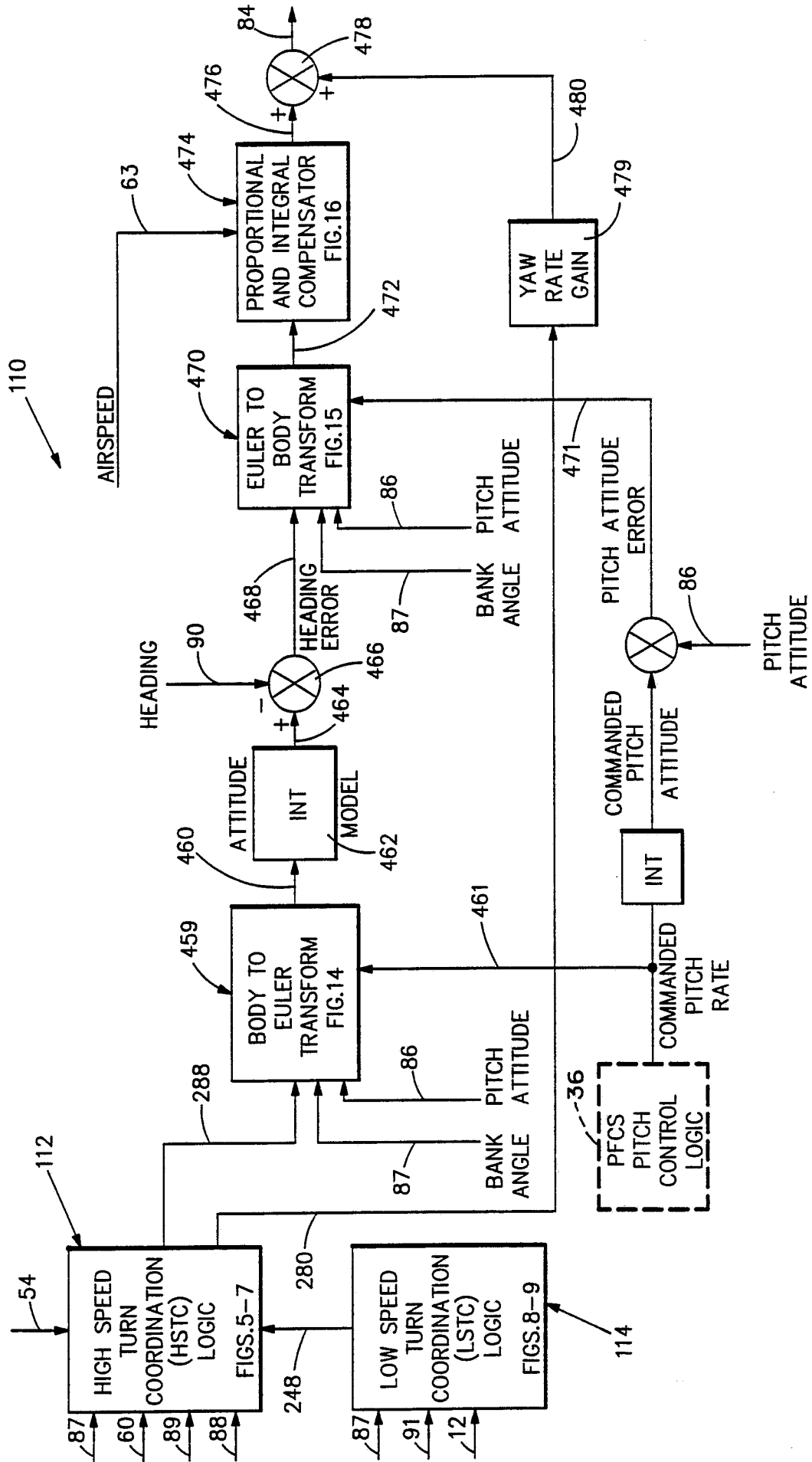


FIG. 3



**FIG. 4**

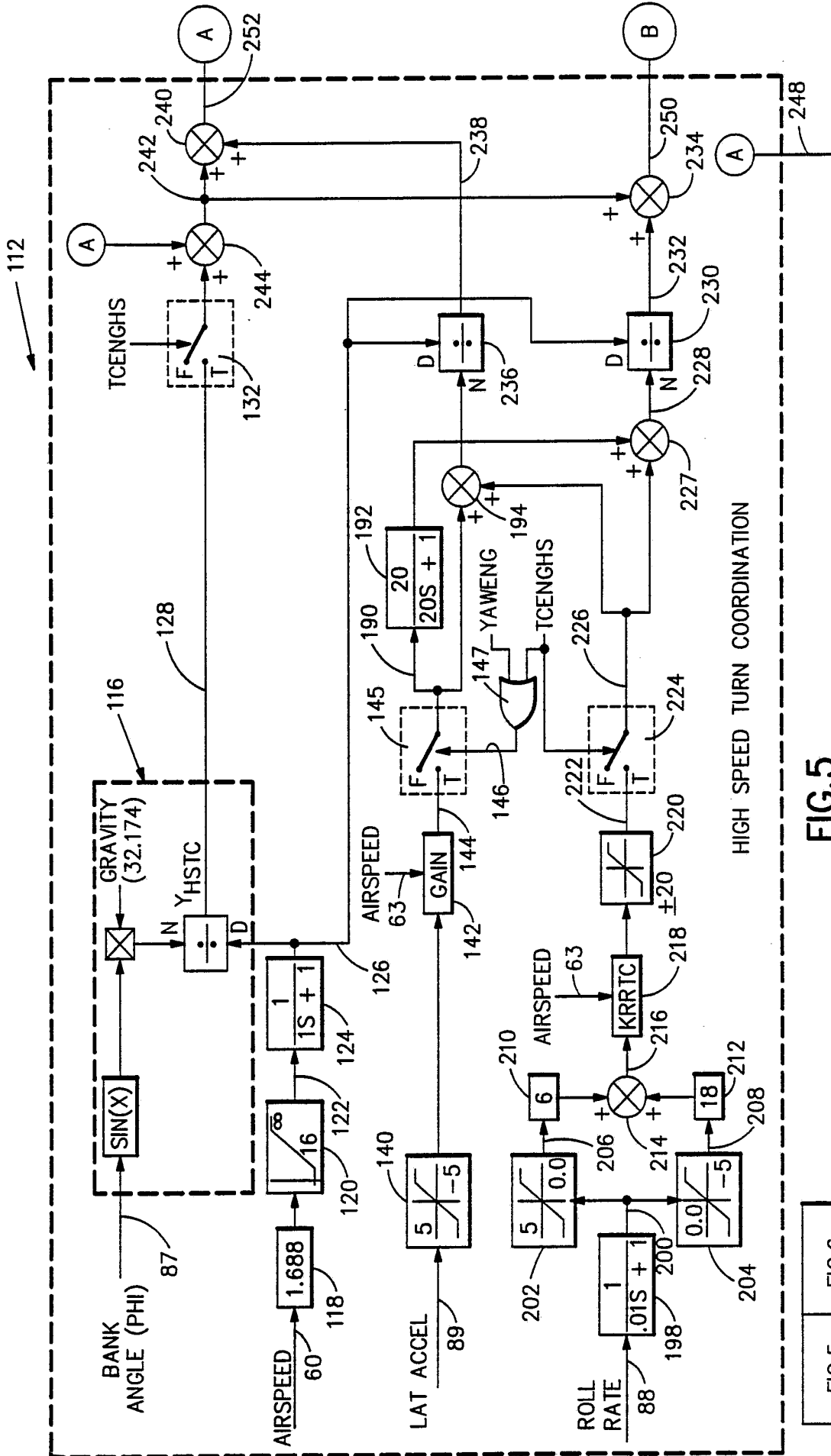


FIG. 5

FIG. 5      FIG. 6

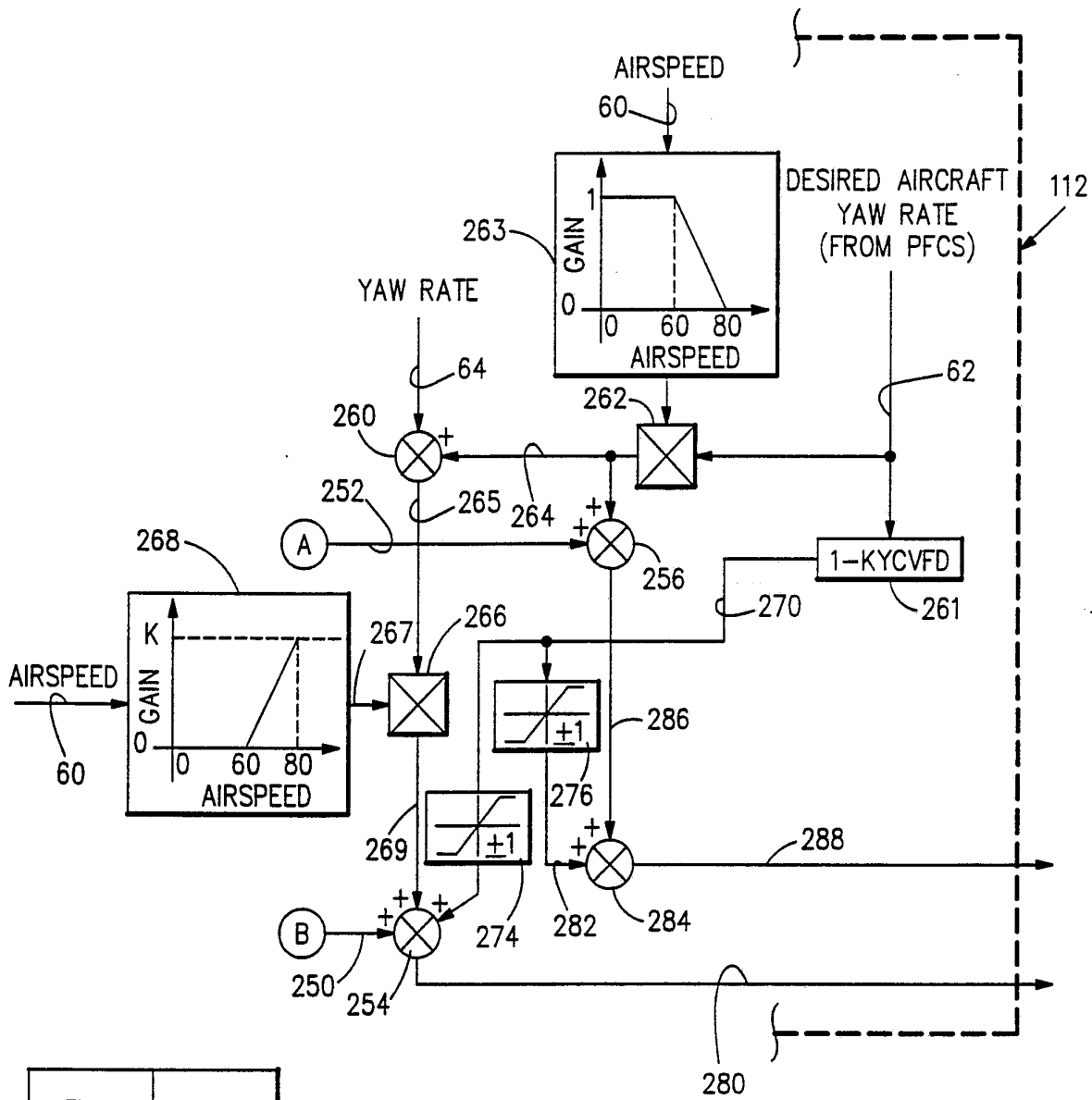
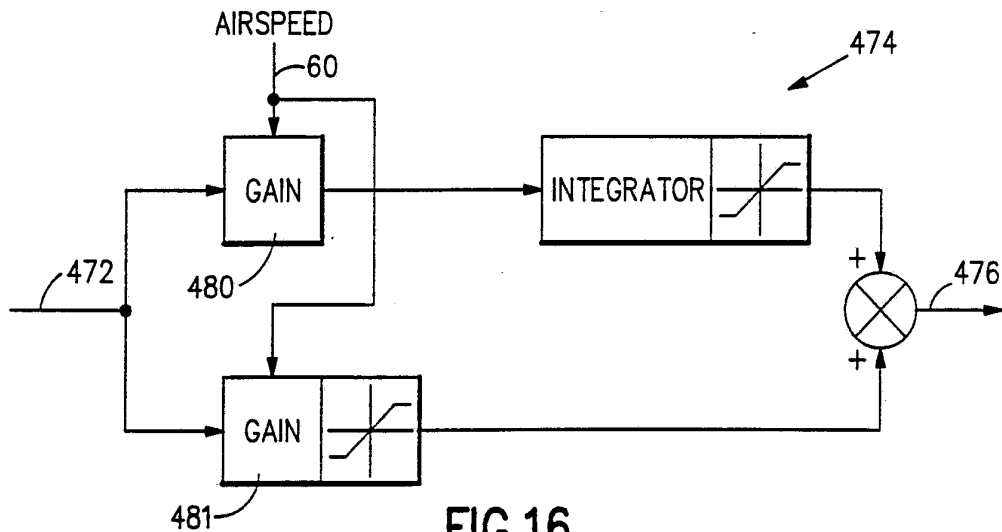


FIG.5	FIG.6
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**FIG.6**



**FIG.16**

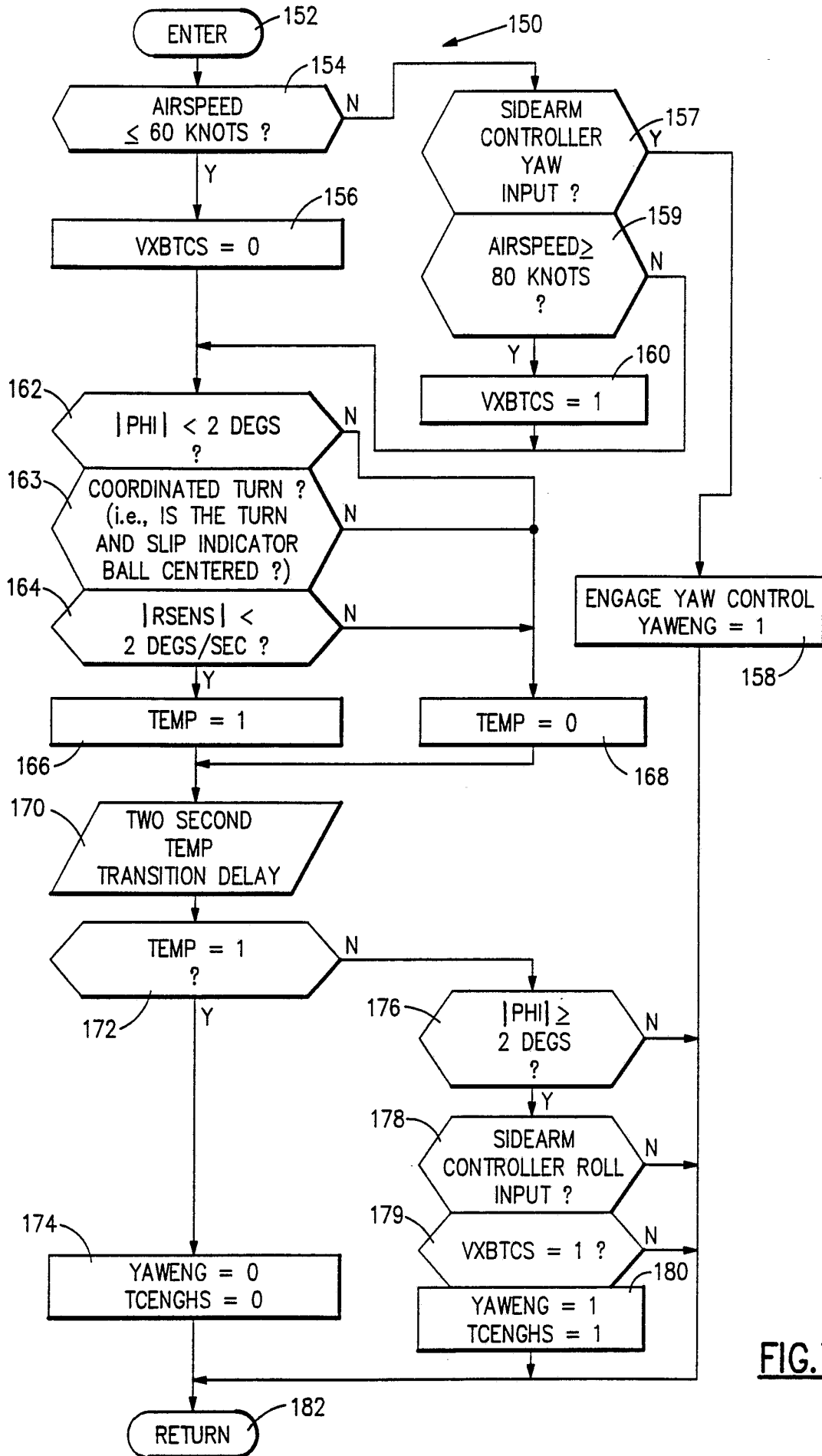
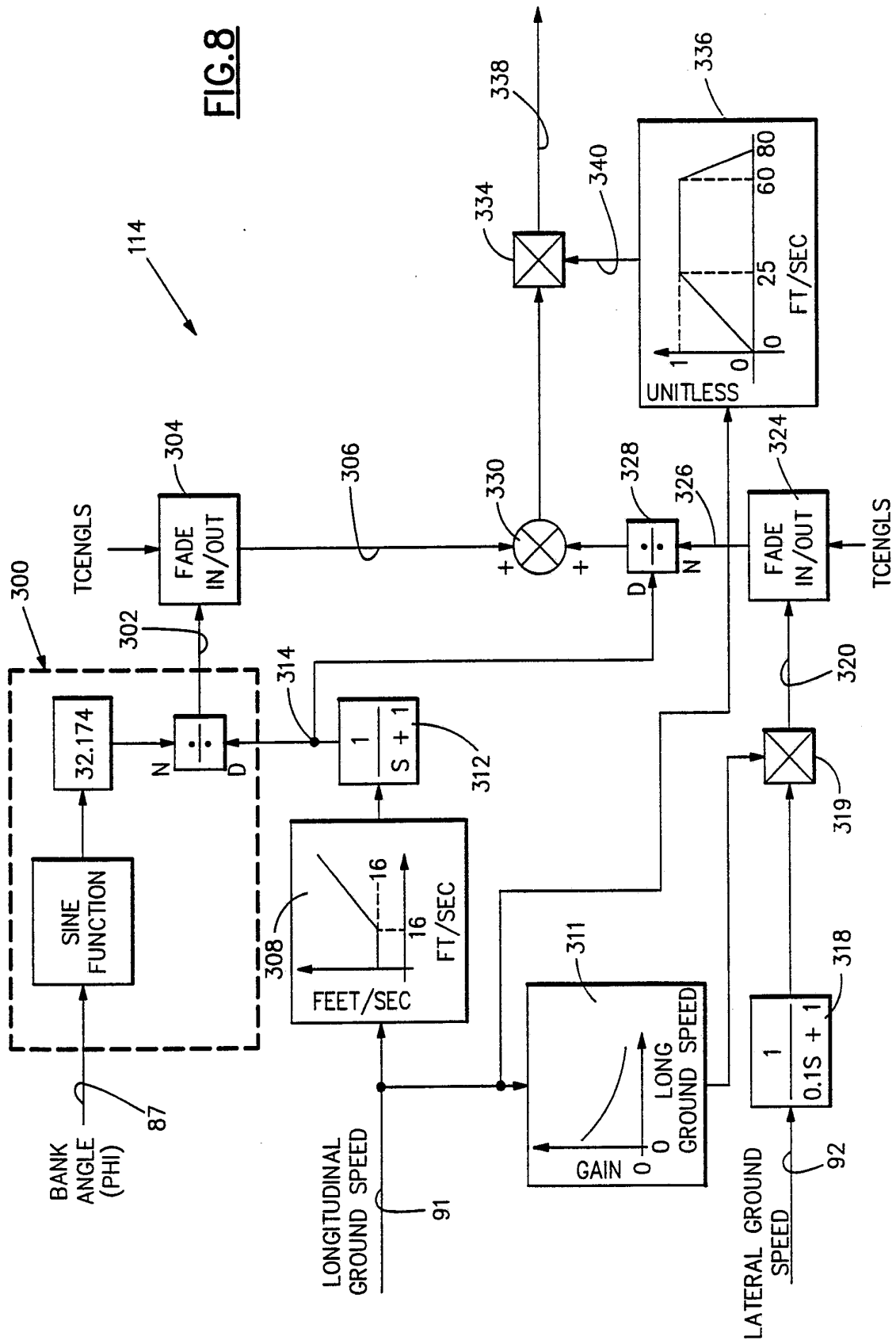
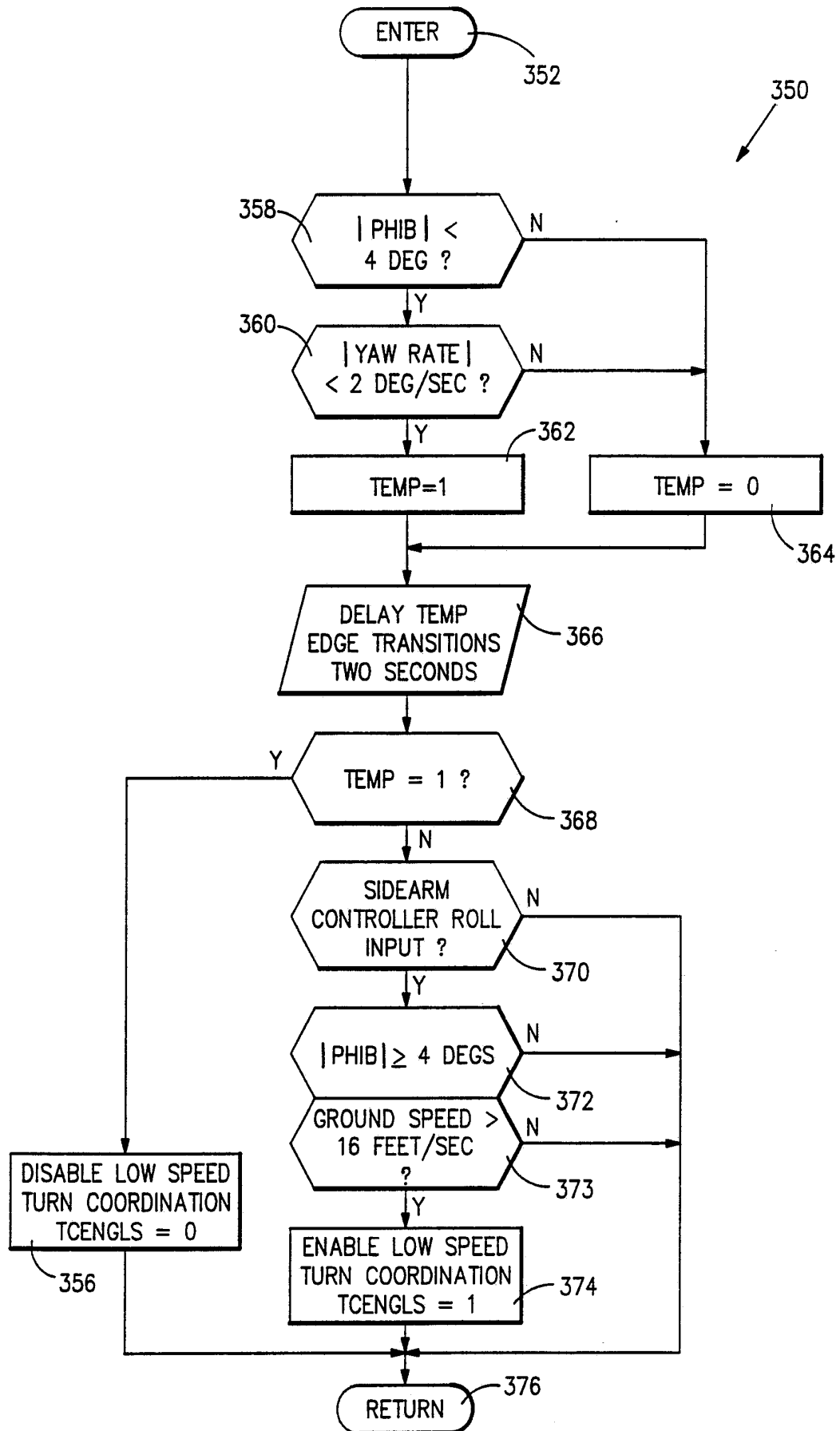


FIG. 7

**FIG. 8**





**FIG.9**

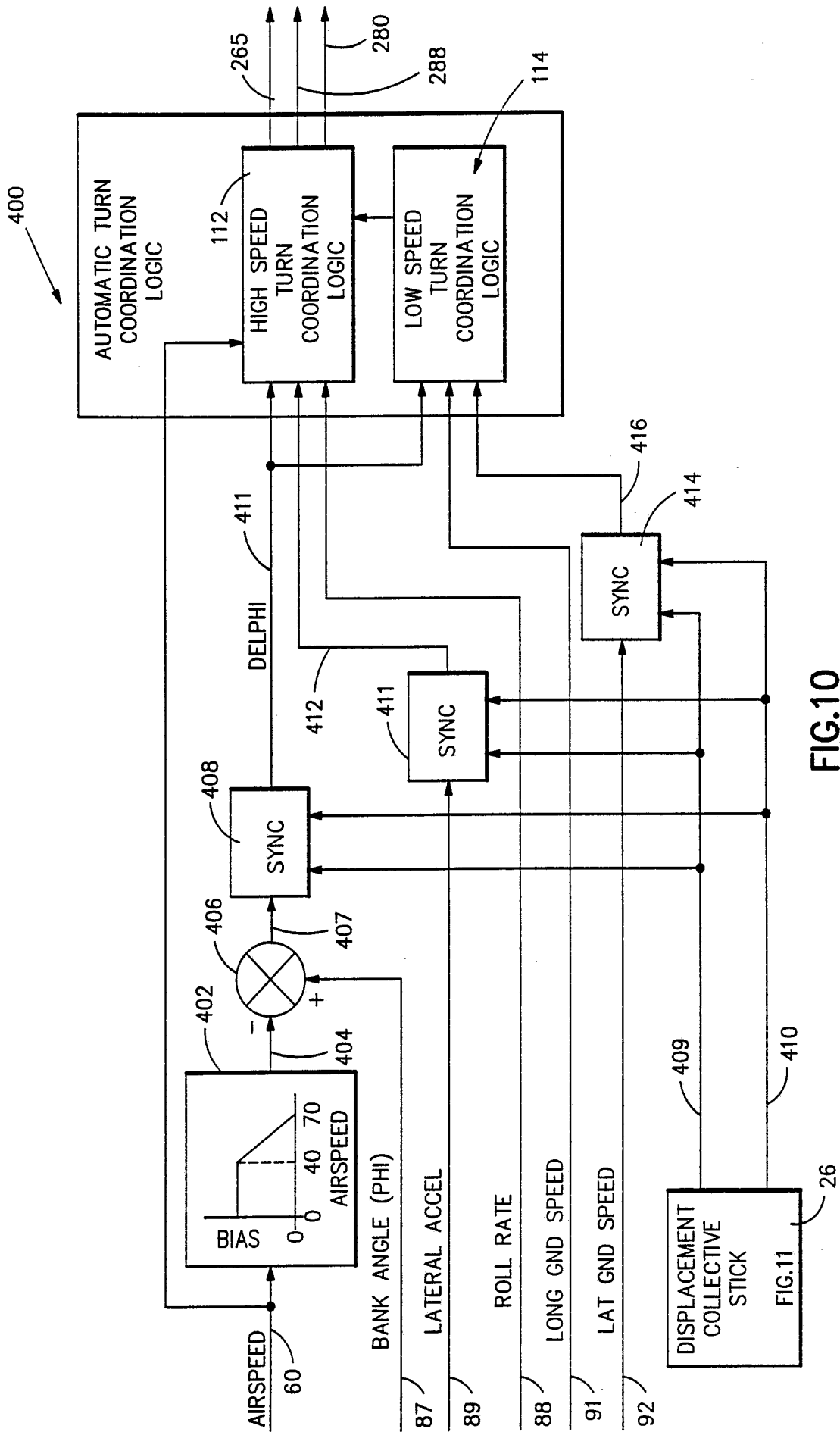
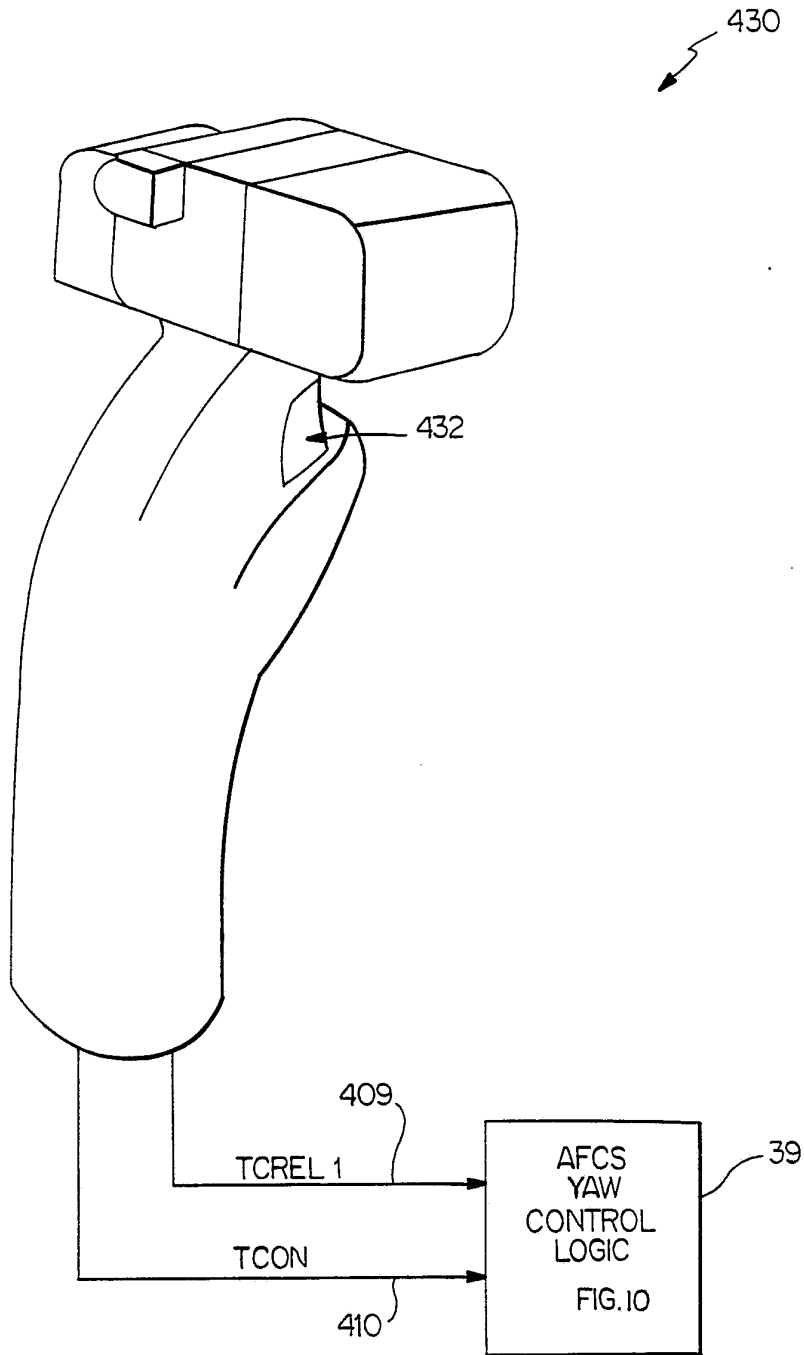


FIG.10



**FIG.11**

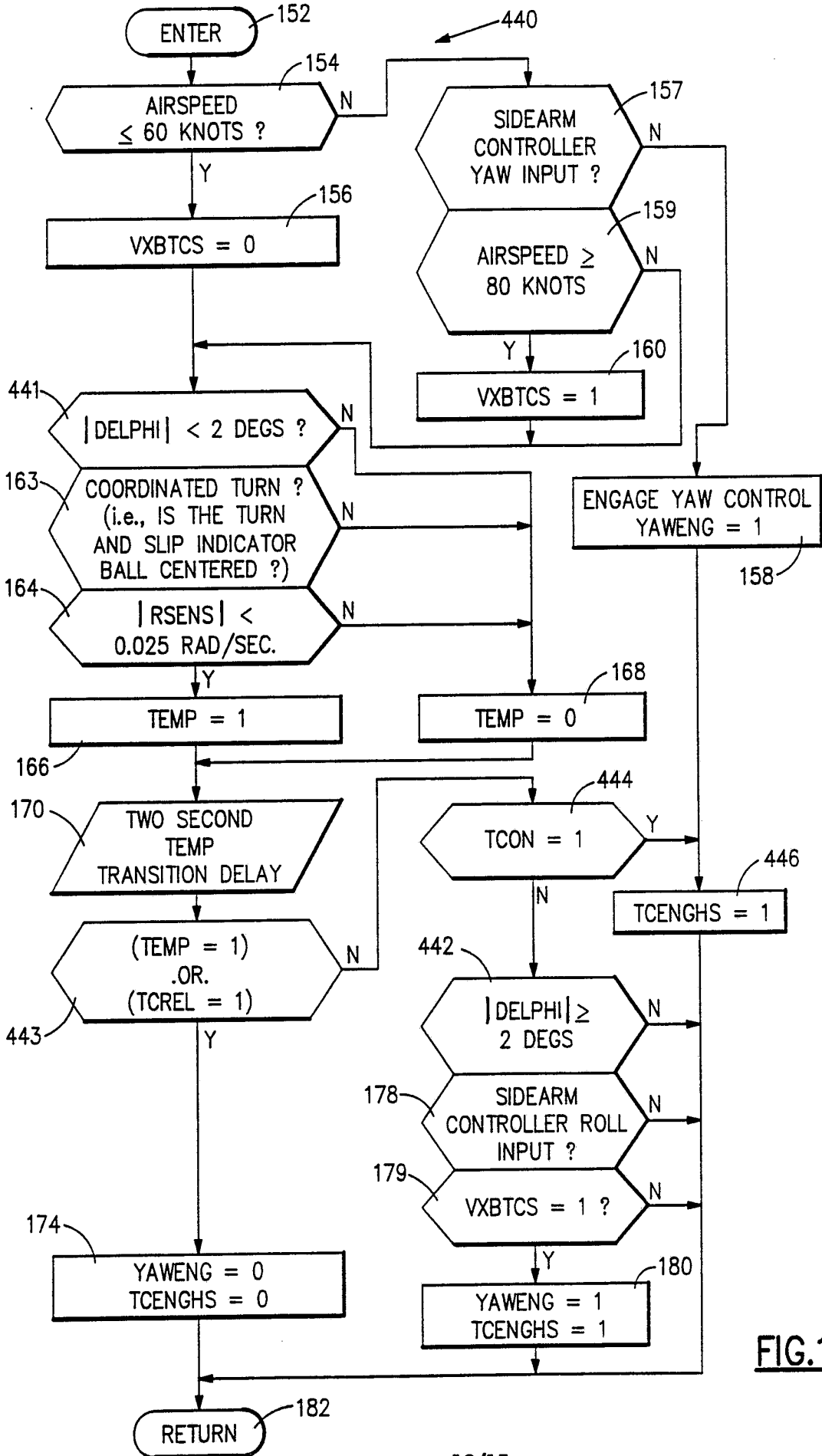


FIG.12

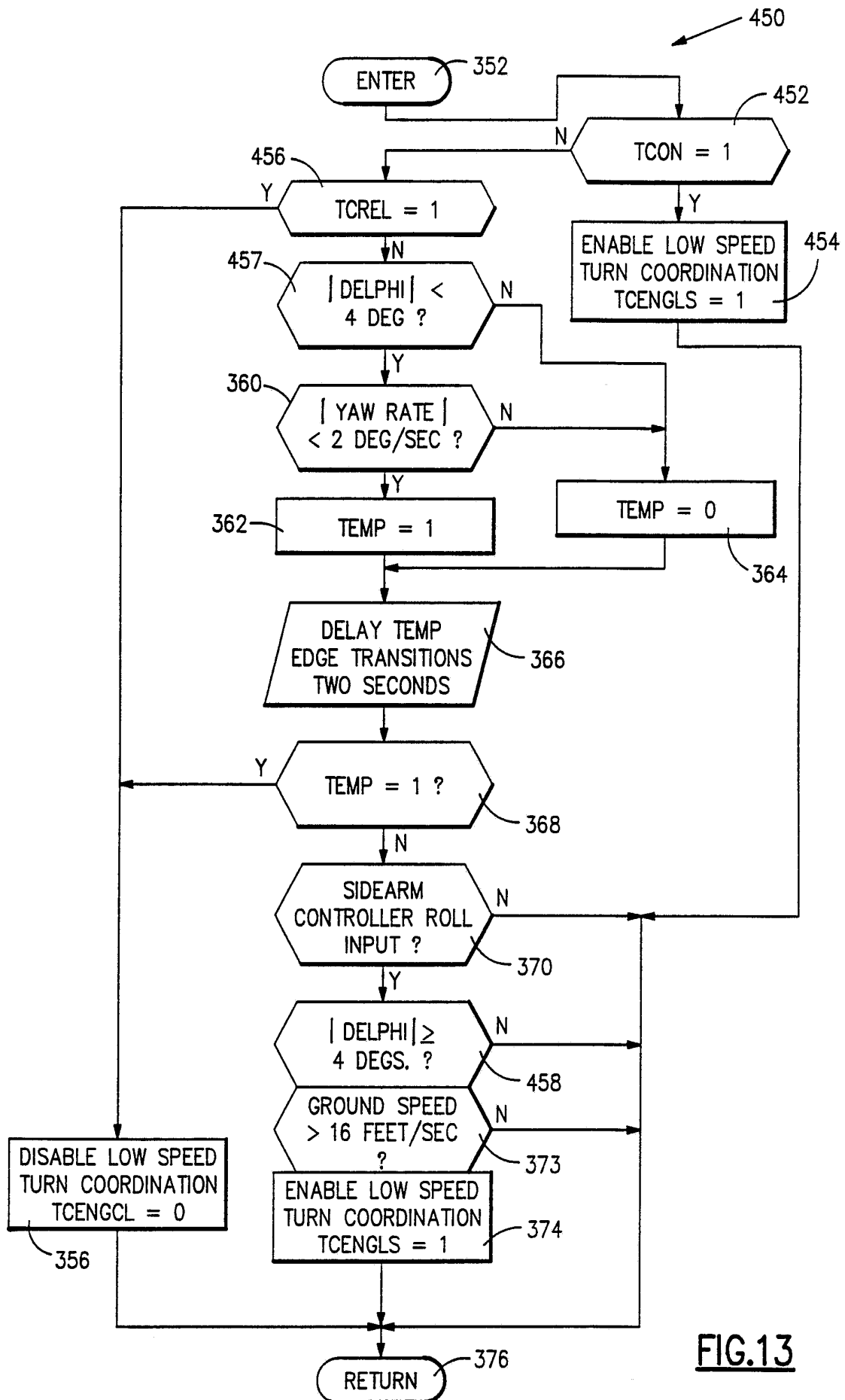


FIG.13

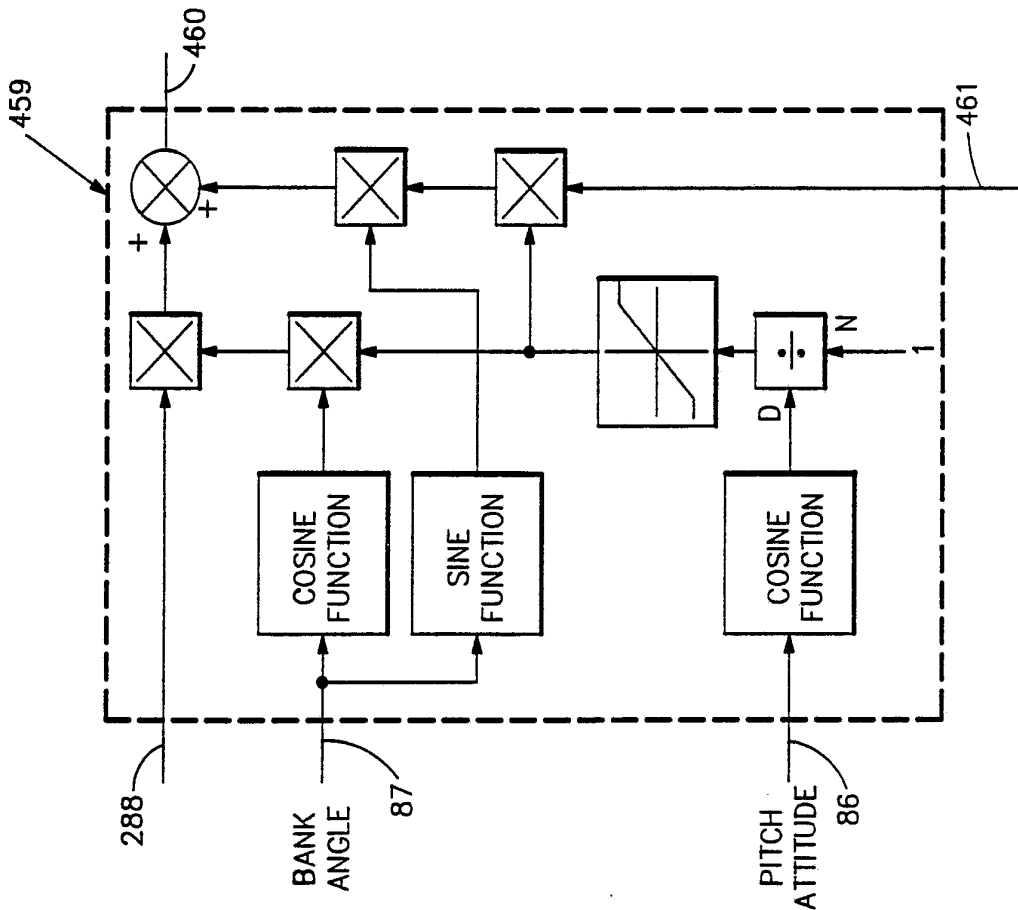


FIG. 14

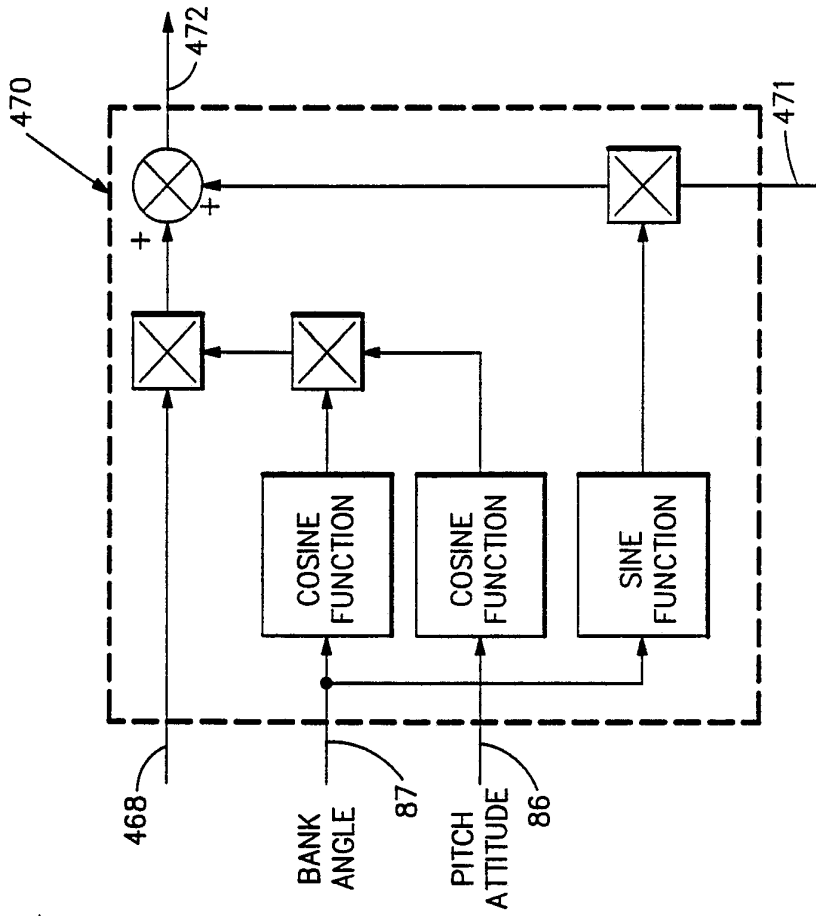
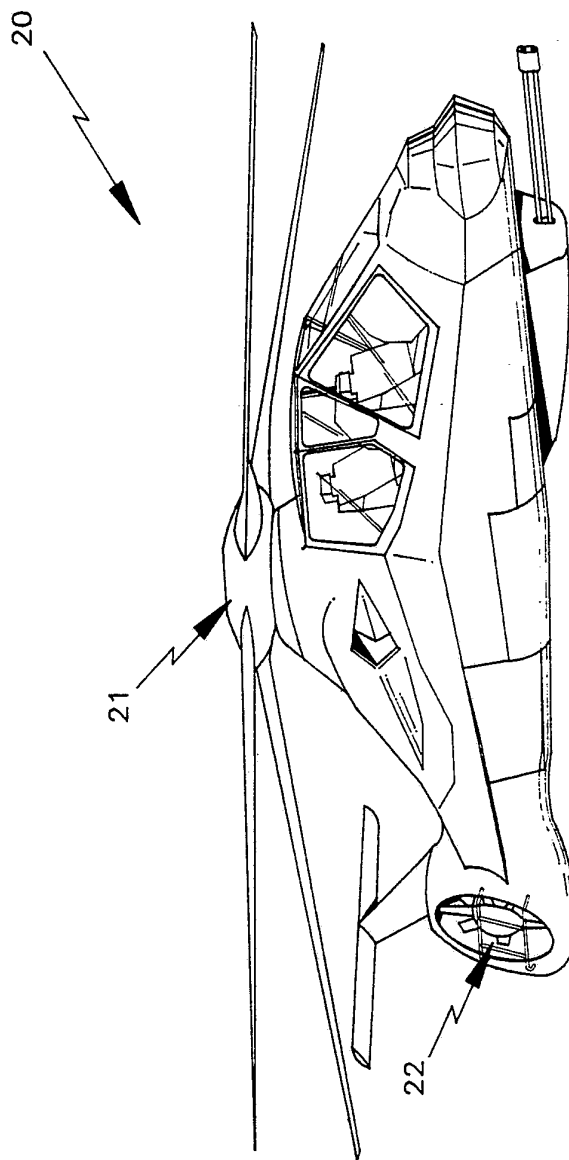


FIG. 15




*fig. 17*

## INTERNATIONAL SEARCH REPORT

PCT/US 92/06435

International Application No

I. CLASSIFICATION OF SUBJECT MATTER (if several classification symbols apply, indicate all) <sup>6</sup>		
According to International Patent Classification (IPC) or to both National Classification and IPC Int.Cl. 5 G05D1/08		
II. FIELDS SEARCHED		
Minimum Documentation Searched <sup>7</sup>		
Classification System	Classification Symbols	
Int.Cl. 5	G05D ; B64C	
Documentation Searched other than Minimum Documentation to the Extent that such Documents are Included in the Fields Searched <sup>8</sup>		
III. DOCUMENTS CONSIDERED TO BE RELEVANT <sup>9</sup>		
Category <sup>10</sup>	Citation of Document, <sup>11</sup> with indication, where appropriate, of the relevant passages <sup>12</sup>	Relevant to Claim No. <sup>13</sup>
A	US,A,5 001 646 (D. CALDWELL ET AL.) 19 March 1991 see abstract see column 9, line 53 - column 10, line 48; figure 7 ---	1
A	US,A,4 392 203 (W. FISCHER ET AL.) 5 July 1983 see column 4, line 7 - column 7, line 26; figure 2 ---	1
A	US,A,4 003 532 (D. ADAMS, SR. ET AL.) 18 January 1977 cited in the application see abstract ---	1
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<p><sup>10</sup> Special categories of cited documents :</p> <p>"A" document defining the general state of the art which is not considered to be of particular relevance</p> <p>"E" earlier document but published on or after the international filing date</p> <p>"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)</p> <p>"O" document referring to an oral disclosure, use, exhibition or other means</p> <p>"P" document published prior to the international filing date but later than the priority date claimed</p> <p>"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention</p> <p>"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step</p> <p>"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art.</p> <p>"&amp;" document member of the same patent family</p>		
IV. CERTIFICATION		
Date of the Actual Completion of the International Search	Date of Mailing of this International Search Report	
13 NOVEMBER 1992	23. 11. 92	
International Searching Authority	Signature of Authorized Officer	
EUROPEAN PATENT OFFICE	HELOT H.V. 	

III. DOCUMENTS CONSIDERED TO BE RELEVANT (CONTINUED FROM THE SECOND SHEET)		Relevant to Claim No.
Category °	Citation of Document, with indication, where appropriate, of the relevant passages	
A	US,A,4 067 517 (R. BARNUM) 10 January 1978 cited in the application see abstract	1
A	----- US,A,4 206 891 (R. PEREZ ET AL.) 10 June 1980 cited in the application see abstract	1
A	----- US,A,4 484 283 (D. VERZELLA ET AL.) 20 November 1984 cited in the application see abstract	1
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**ANNEX TO THE INTERNATIONAL SEARCH REPORT  
ON INTERNATIONAL PATENT APPLICATION NO. US 9206435  
SA 63455**

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Patent document cited in search report	Publication date	Patent family member(s)	Publication date
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US-A-4392203	05-07-83	None	
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		FR-A, B 2340589	02-09-77
		GB-A- 1520391	09-08-78
		JP-A- 52088999	26-07-77
US-A-4067517	10-01-78	CA-A- 1074889	01-04-80
		DE-A- 2701564	04-08-77
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		GB-A- 1520391	09-08-78
		JP-A- 52088999	26-07-77
US-A-4206891	10-06-80	None	
US-A-4484283	20-11-84	None	

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For more details about this annex : see Official Journal of the European Patent Office, No. 12/82