4.1

Airlife is a drone of mostly ethical use. What we want to achieve is to save people’s life with professional knowledge about autonomous drone and its control. Whenever people’s life is at risk, Airlife will be likely to be there before an ambulance. On the other hand, it is important that the technique developed by Airlife not be used evilly, with the help of the controller system handled by upright user and the smart identification system included in the cloud service. It is also important that the public will only enjoy the product after its trial version is experimented in a scientific way and the improved version is acceptable. No unsound prototype is allowed for public use. Finally, feedback after its initial appearance in market is highly valued. To better the product as well as make our land a better place to live, honestly listening to people’s heart is a must-do.

Every year, more than 795,000 people have a stroke in USA, half of which are first one. Among them, 1 out of 20 die (Stroke facts, cdc.gov). It is conceivable that the lack of time to get a proper medical aid can lead to death caused by stroke. To solve this problem, apart from optimizing the reaction and dispatch of medical service, domestic gadgets can also help in a great way. Airlife actually helps. By tipping fingers on the screen of their smart phone, patients can send a automatically controlled drone to them. carrying necessary medicine. We estimate that with the success of Airlife, the rate of death caused by these fatal diseases can be greatly reduced.

In conclusion, taking into consideration the whole picture of current medical situation, Airlife is a professional and ethical solution to late arrival of ambulances.

4.2

Airlife is the project involving the use of unmanned flying objective, with respect to Treaty on Open Skies. Although Airlife may mainly cover indoor flying, it still can fly in the open air. Therefore, it needs to follow rules given by Treaty on Open Skies. To get away with disturbing the flying courses of other aircrafts, the drone has to fly low, keeping the speed under control as well. It would be unethical to let Airlife fly with the possibility to cause a air disaster. Also, to minimize the cost of power used for driving, a special design to use solar panels to recharge the drone will be seriously considered. To save energy as well as reduce cost, fossil fuels will not be considered as one way to drive the system.

“On February 14, a helicopter crashed on Daniel Island in Charleston, South Carolina in the US. Reportedly, the crash was caused by a drone that was flying nearby.” (Helicopter crash possibly caused by drone, Jordy Neuray,2018) This is not unusual in every major newspaper, and every time it is caused by a single drone. To prevent similar accidents, a firm obeisance to Treaty on Open Skies is evitable. Apart from prevention of accidents, it is also important in the ethical level to save energy and make our own contribution in environmental protection. To achieve this, we will try to use renewable energy to fuel the drone, which of course, in this case, the solar energy. It is acknowledged that fossil fuel is limited, and it can take a long time before its natural reborn. Therefore, we will use electricity instead of gas to make everything work.

In conclusion, Airlife, in accord to the code of environment and economics, is a professional choice.

7.

Airlife, as its name indicates, is a life-long process of practicing what we have learned and improving what is yet to be found. Since the project is basically about the control and design of a drone, team members have to learn knowledge about how to control the flying course of the drone, which is far beyond the design of hardware or software as we have known before. Apart from the use of drone, what we also have to be aware of is that we have to take into account the economical and global impact.

For the economical aspect, we must find ways to measure the cost, both financially and environmentally, which all the team members have never seen before. In the following section, detailed measurements will be determined in a scientific way, and probably a gauge for measuring parameters will be designed. It is also possible that there is a model we can later build to simulate the problem based on various platform, for example, MATLAB. For the global aspect, we have to make sure that the design is geared to reality and fact that ambulance may not be quick enough to save people’s life.

In conclusion,