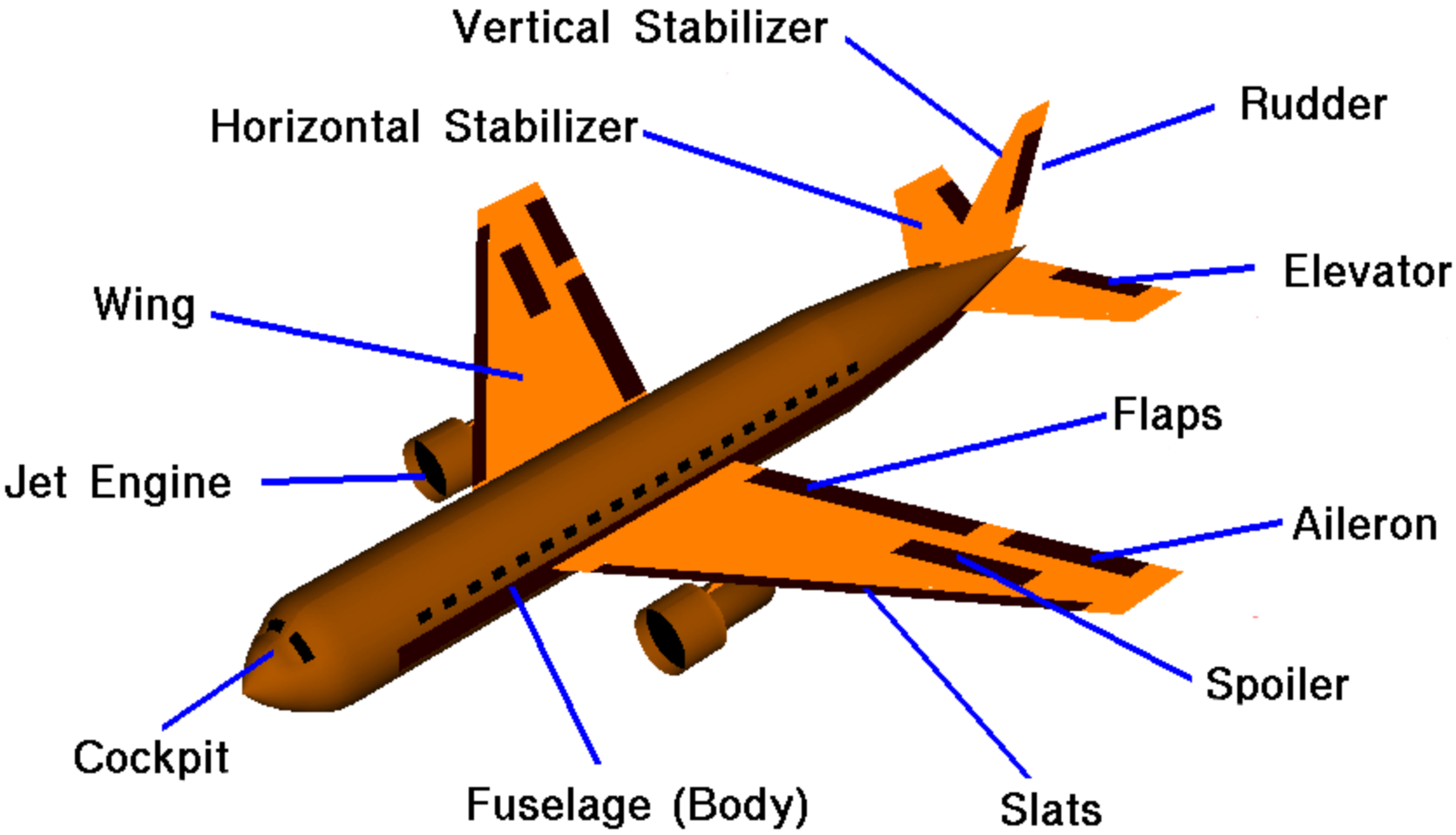
Unit 1: Basics of Drones

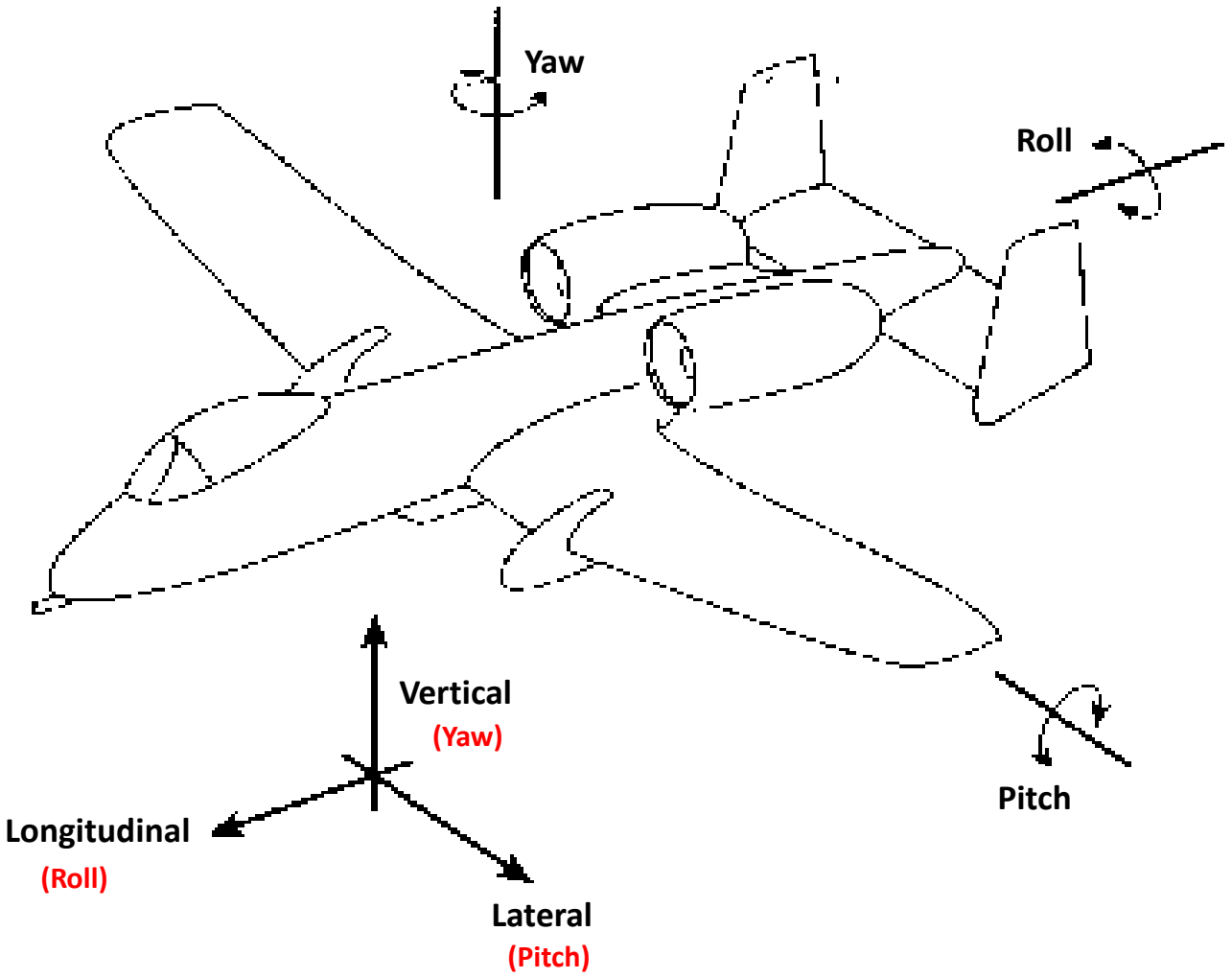
Anatomy of aircraft and helicopter

Anatomy of a typical aircraft

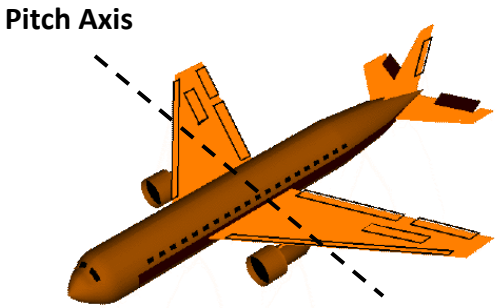


Aircraft parts and their function

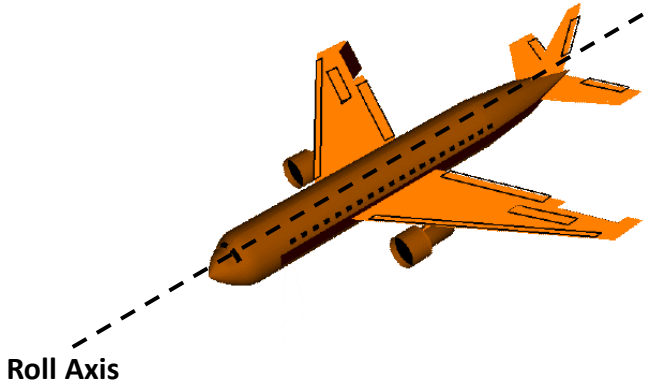
Aircraft Axis Definition



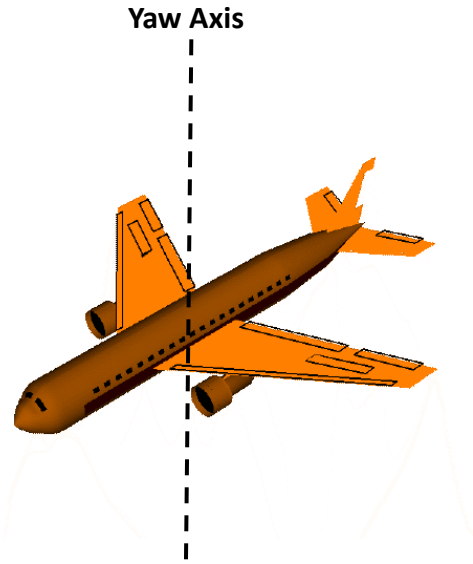
Pitch Roll and Yaw Movements



Pitch Movement
(Through Elevator actuation)

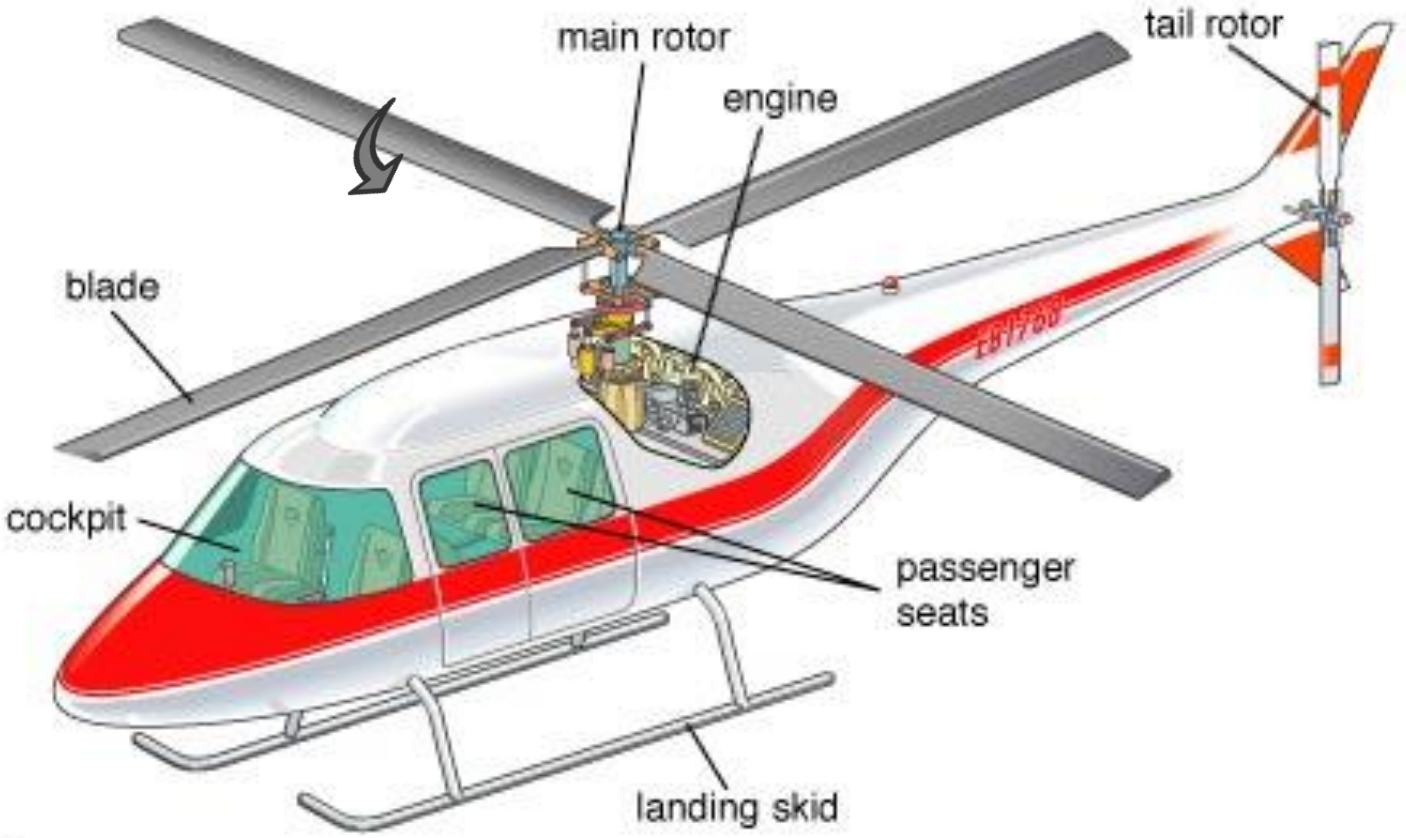


Roll Movement
(Through Aileron actuation)

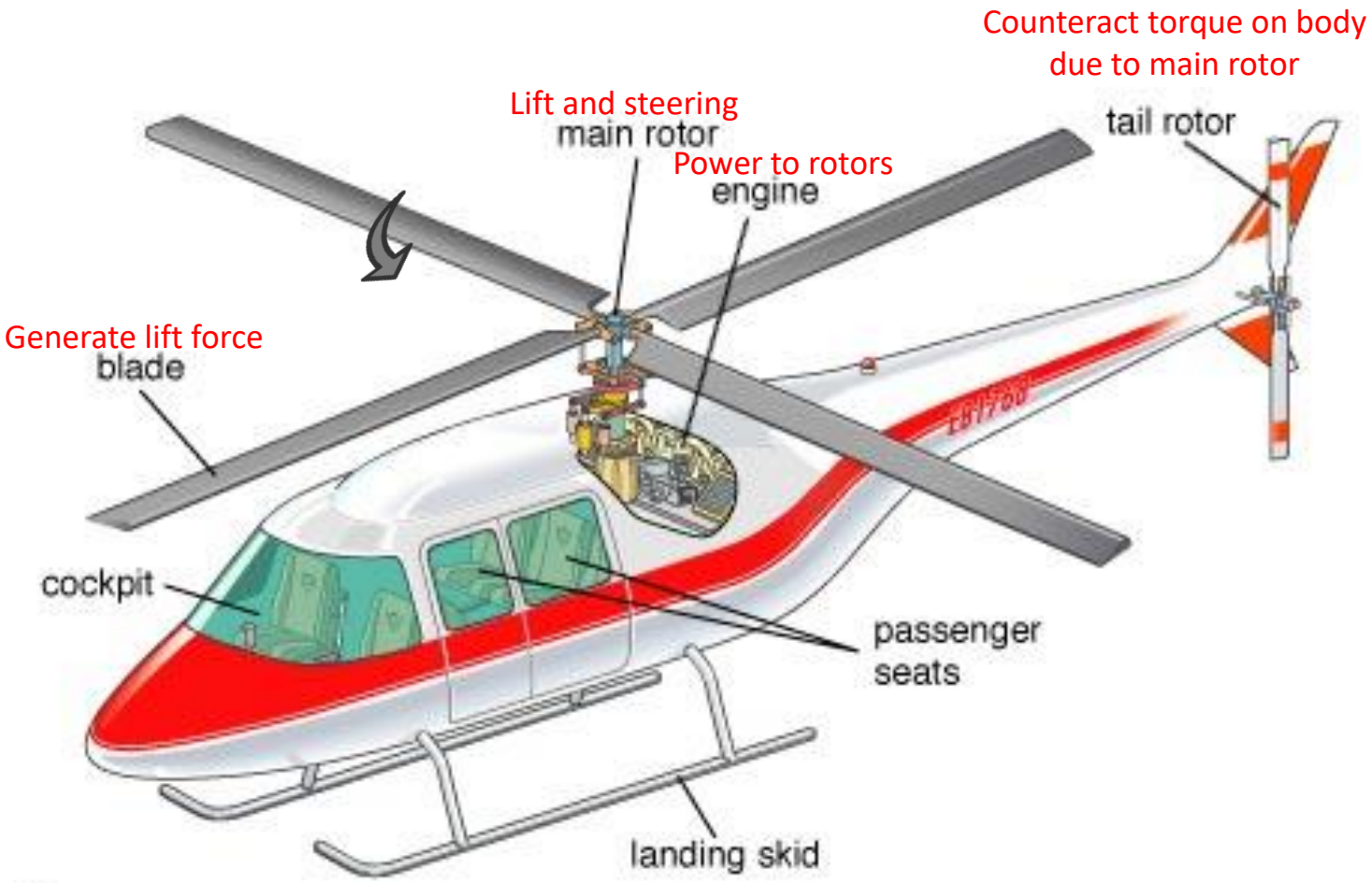


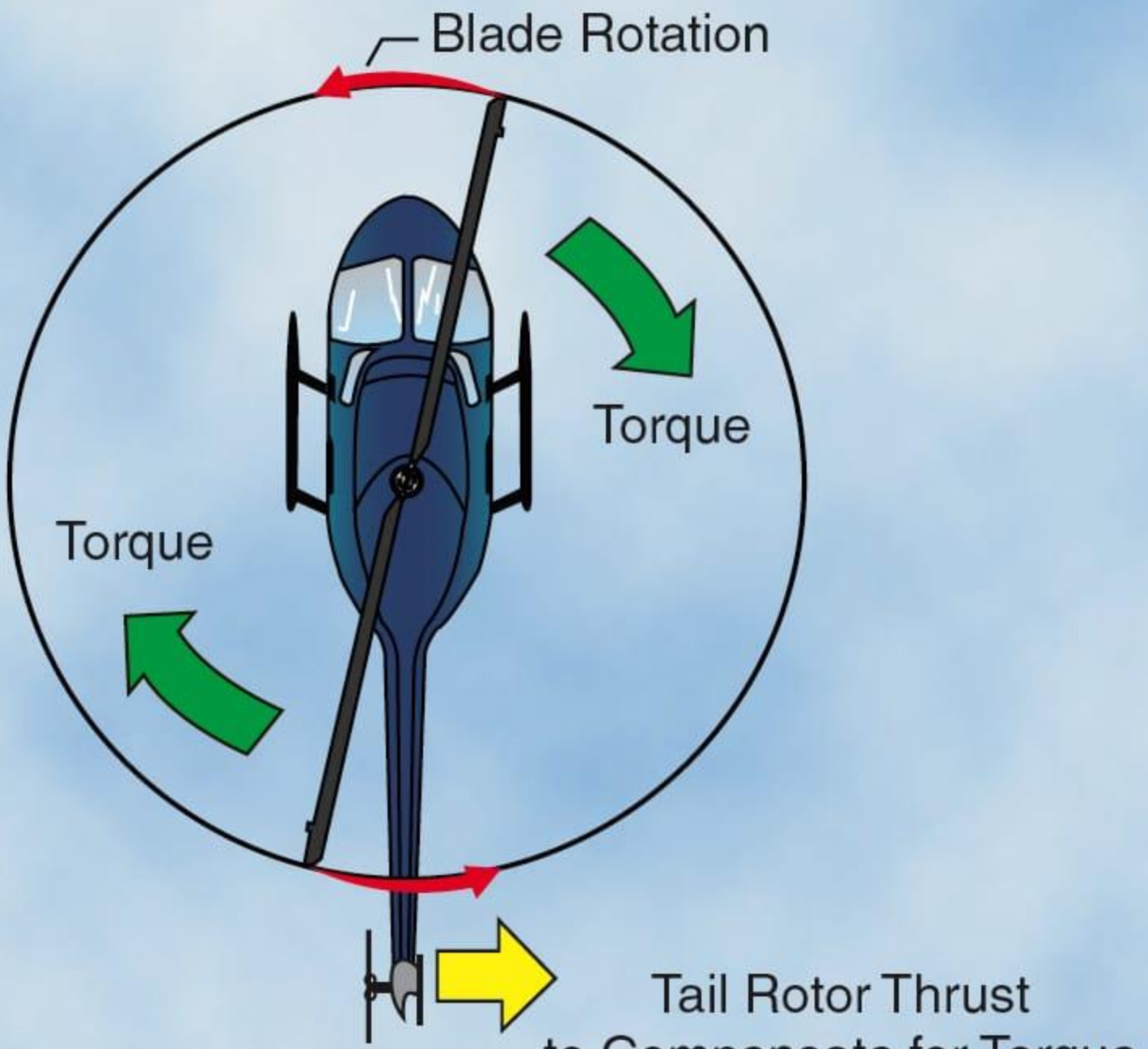
Yaw Movement
(Through Rudder actuation)

Anatomy of a typical helicopter



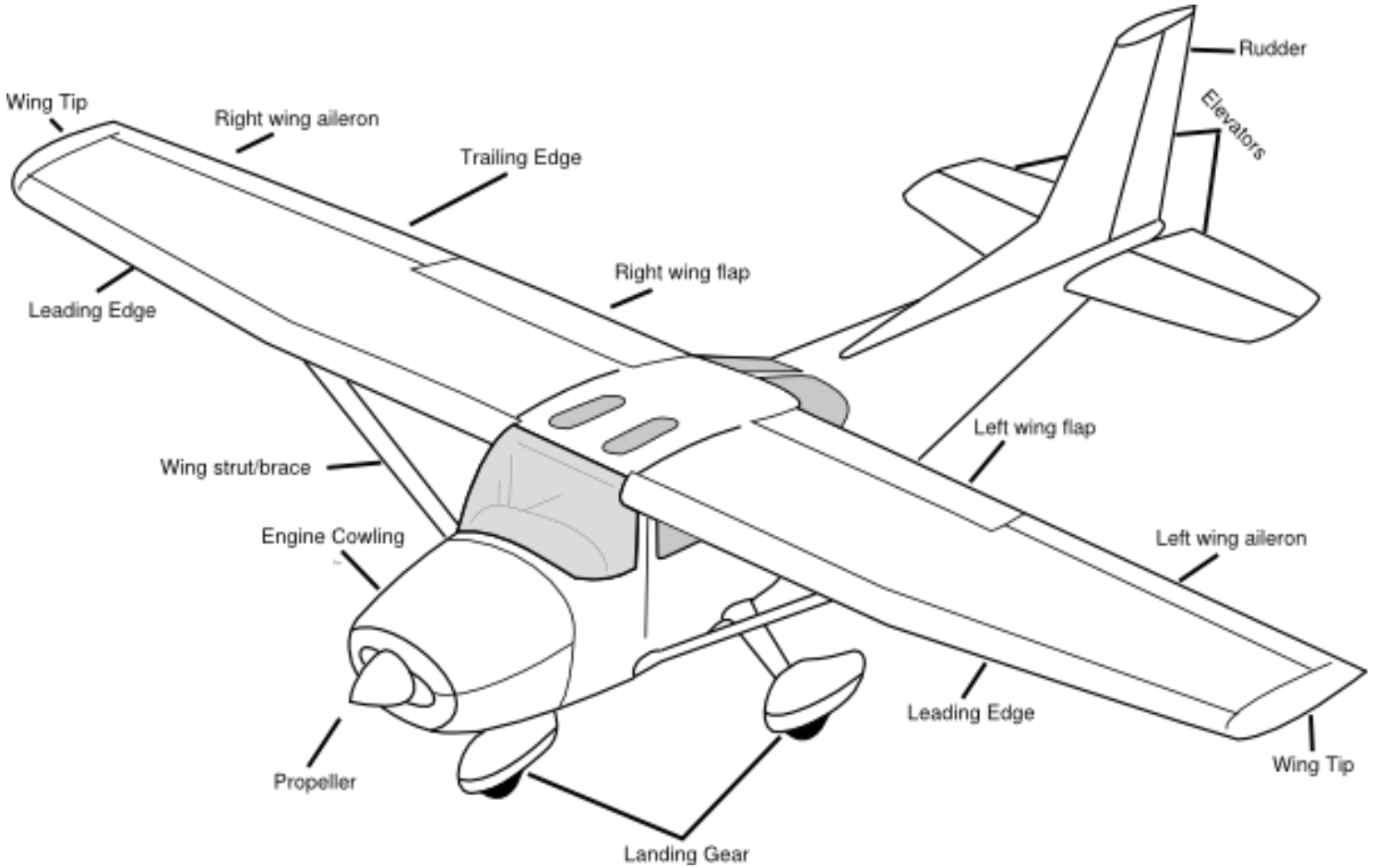
Helicopter parts and their functions




Blade Rotation
Torque
Torque
Tail Rotor Thrust
to Compensate for Torque

Parts of UAV

Parts of fixed wing aircraft



CoEP-FLEW

Fuselage

The fuselage includes the cabin and/or cockpit, which contains seats for the occupants and the controls for the airplane. In addition, the fuselage may also provide room for cargo and attachment points for the other major airplane components.

Wings

The wings are airfoils attached to each side of the fuselage and are the main lifting devices that support the airplane in flight. Wings may be attached at the top, middle, or lower portion of the fuselage. These designs are referred to as high-, mid-, and low-wing, respectively

Empennage

Empennage

The empennage (also called tail) is the rear part of the aircraft. Usually it includes the stabilizers, rudder and elevator as many other components.

Propeller :A propeller is a device which transmits power by converting it into thrust for propulsion of a vehicle.The blades of a propeller act as rotating wings, and produce force.

Engine: it provides the power to move the aircraft forward.the power generation mechanism may vary based on the aircraft requirement.

Landing Gear:The landing gear supports the aircraft when it is not flying, allowing it to take off, land, and taxi without damage.

Control surfaces

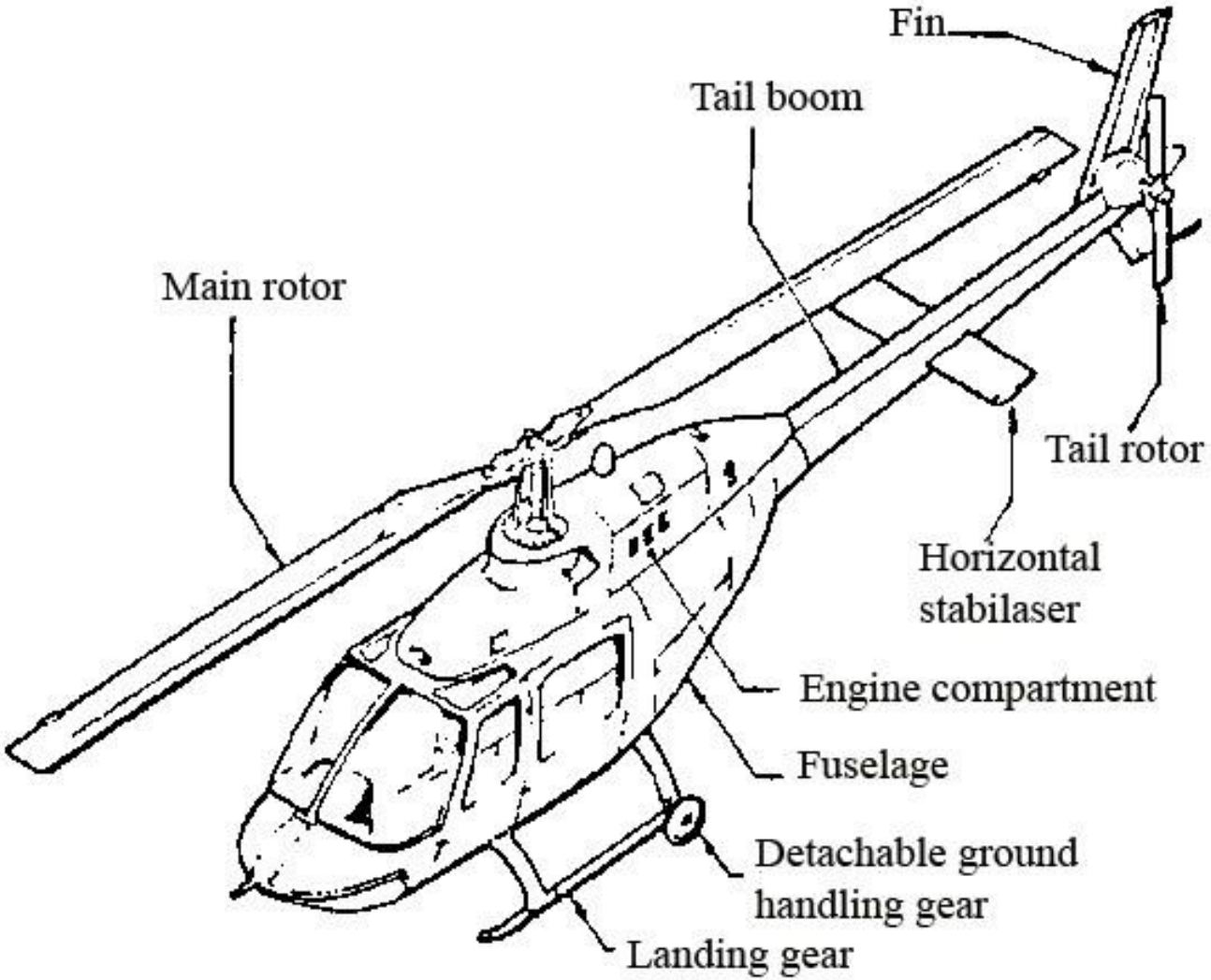
Aileron:Ailerons are moving surfaces usually placed near the tips of the wings.it is used in rolling of aircraft left or right

Rudder:It is attached to trailing edge of Vertical stabilizer. The rudder controls the Y-axis or Yaw of the plane.

Elevator:it is attached to trailing edge of horizontal stabiliser and is useful in pitching of aircraft up and down.

Parts of rotorcraft

FALTER



- **Fuselage**: The fuselage, the outer core of the airframe, is an aircraft's main body section that houses the cabin that holds the crew, passengers, and cargo.

- **Main Rotor System**: The rotor system is the rotating part of a helicopter which generates lift. The rotor consists of a mast, hub, and rotor blades.

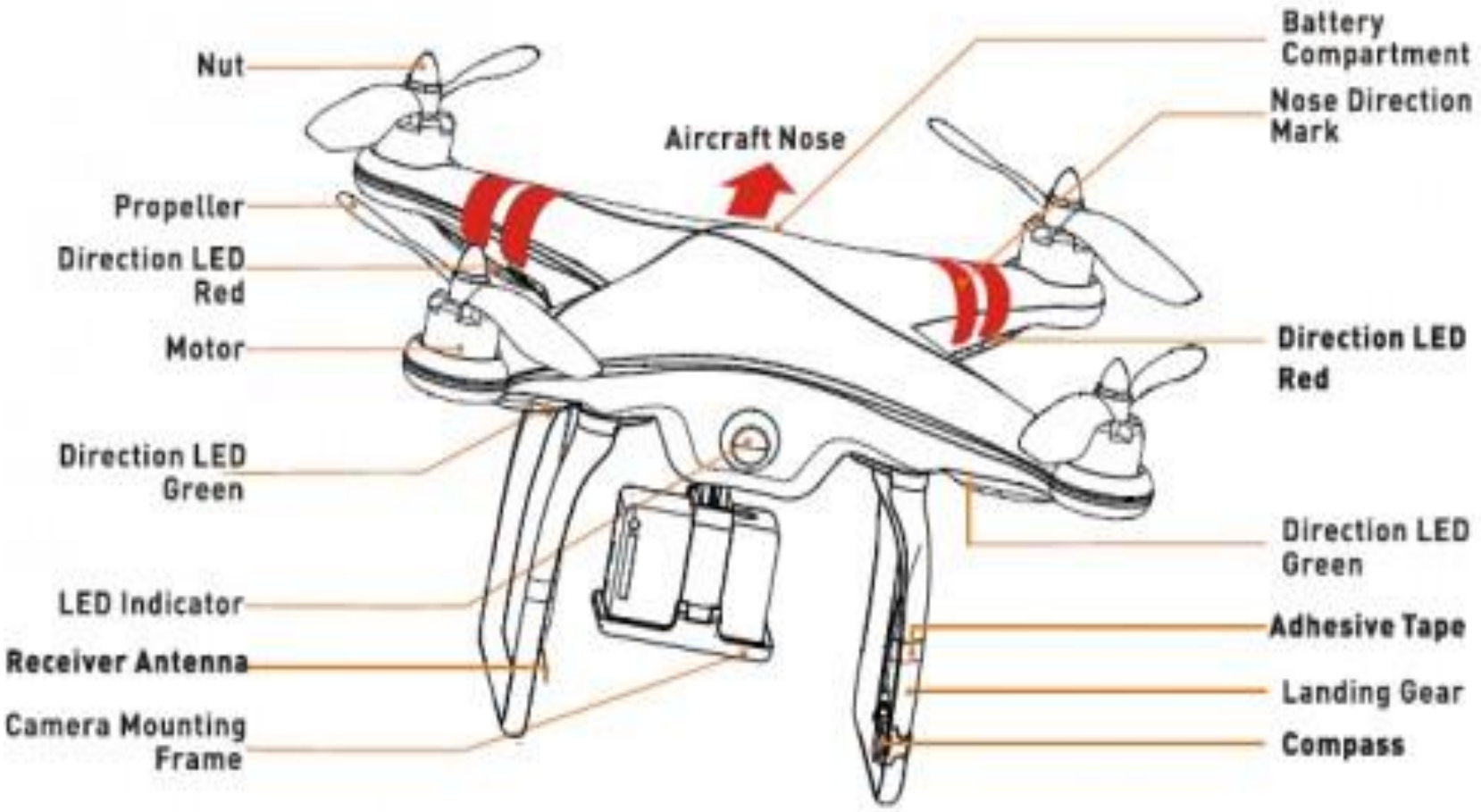
- **Engine**:it provides the power to rotate the rotorblades.Reciprocating engines, also called piston engines, are generally used in smaller helicopters.Turbine engines are more powerful and are used in a wide variety of helicopters

- **Landing Gear**:The landing gear supports the aircraft when it is not flying, allowing it to take off, land, and taxi without damage.

- **Antitorque System**: Helicopters with a single, main rotor system require a separate antitorque system. This is most often accomplished through a variable pitch, antitorque rotor or tail rotor.

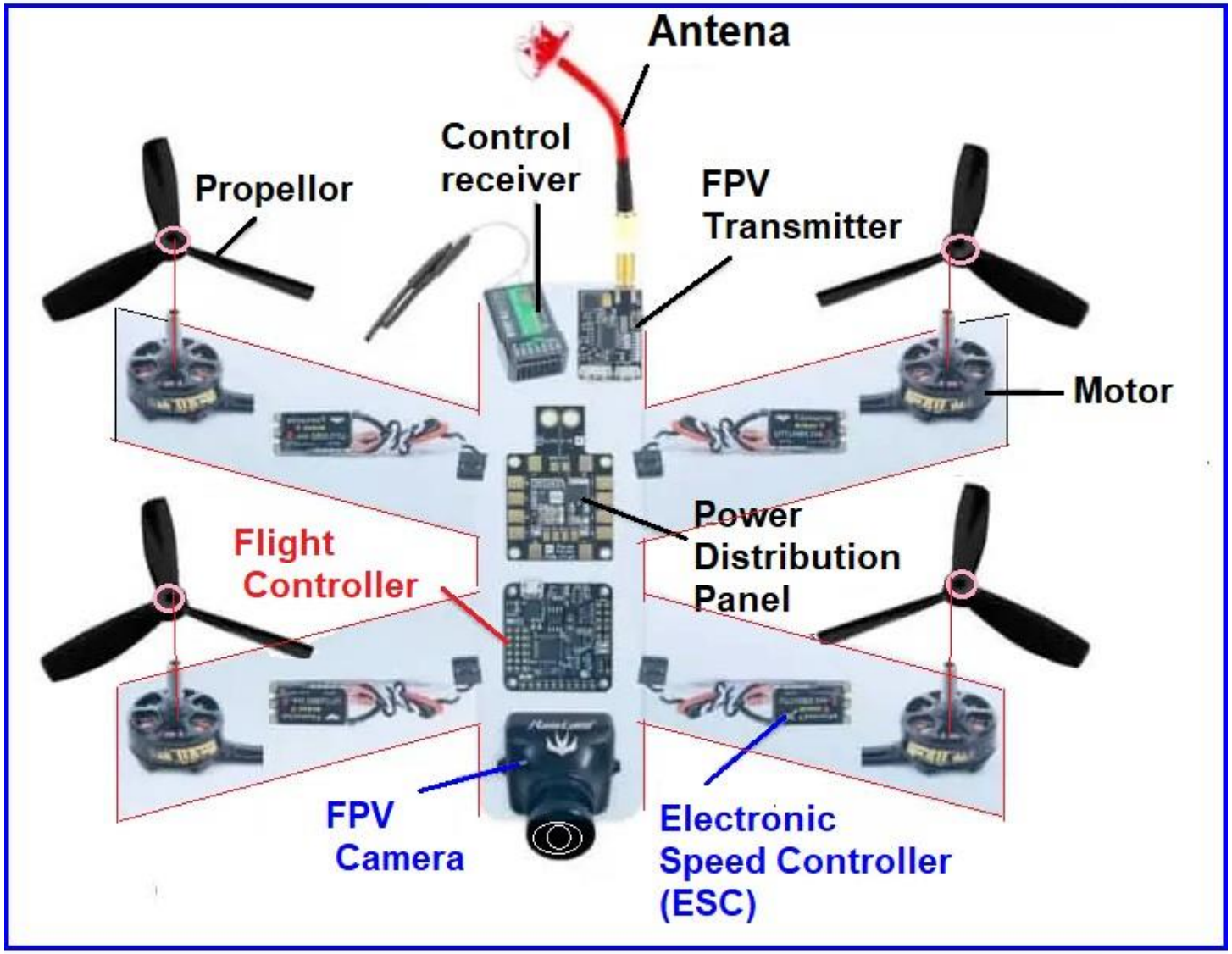
- **Tailboom**:it provides the arm to the tailrotor generated anti-torque force. The tailrotor itself is housed at the end of the tailboom for this reason

Parts of multirotor aircraft



Telemetry: an automatic measurement and wireless transmission of data from remote sources.

Parts of Drone



FPV stands for **first person view**, this means if you have a camera on your aircraft or robot and you get a live feed remotely you will feel like you are on the vehicle and driving or flying it. For this you need cameras, radio systems to send video feed back to you.

A quadcopter consists of the following essential parts:

CoPFERBaM

- Frame
- Motors
- ESC (electronic speed controller)
- Propeller
- Battery
- Flight Controller
- RC Receiver

Frames: It includes arms to hold motors and a chassis to hold the flight controller, battery and other components on board.

Motors:4 motors are must for Quadcopter to lift it up.generally brushless DC motor is used

Propeller:These spinning blades are the wings to your craft, the very part that creates the airflow that lifts the machine into the air.

Battery :it is the power source that drives all the systems on your drone and allows it to fly.generally Lithium polymer battery is used.

Electronic speed controller:it converts the signals from Controller and send it to motors to control its speed.

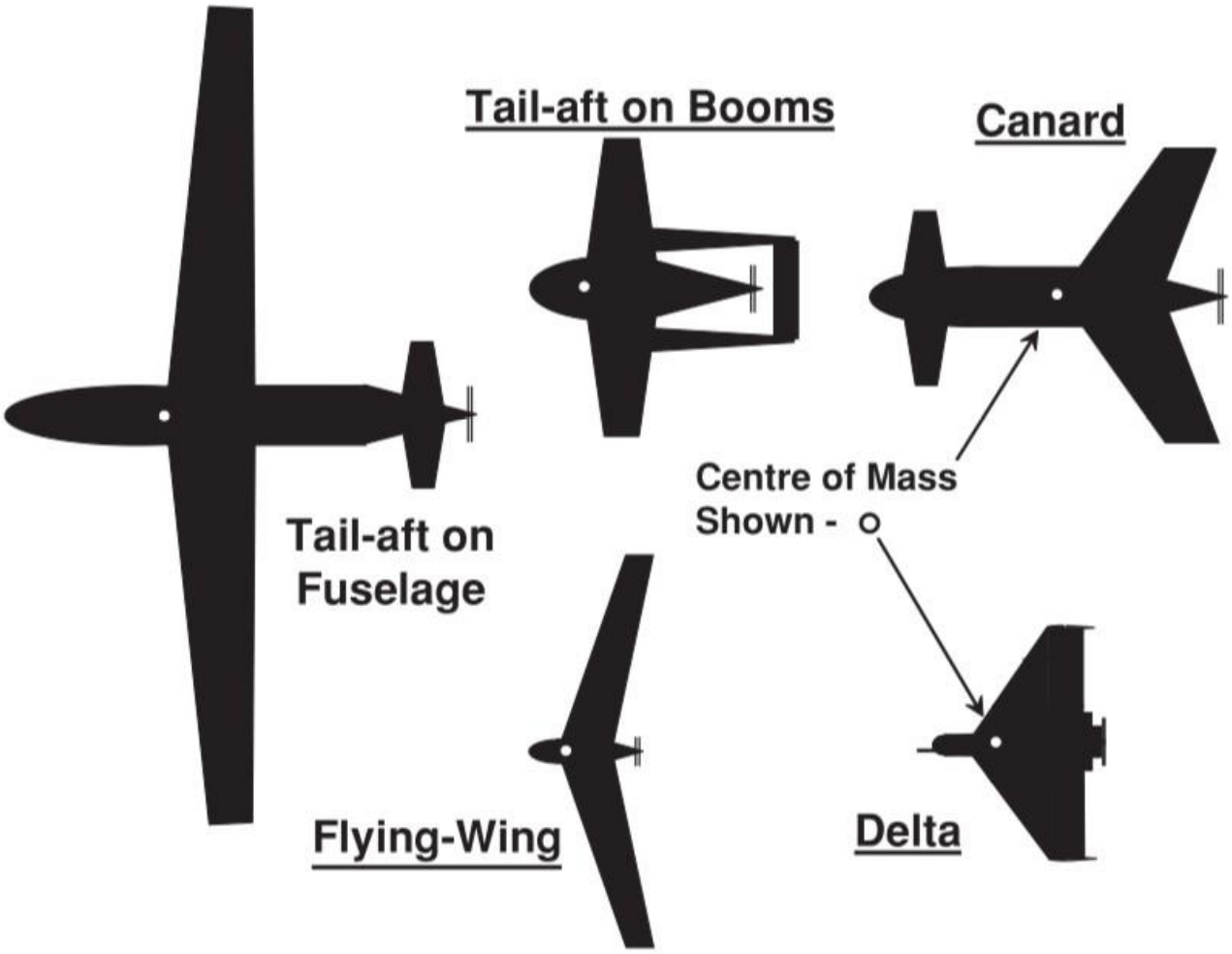
Flight controller: Its function is to direct the RPM of each motor in response to input. A command from the pilot for the Quad-copter to move forward is fed into the flight controller, which determines how to manipulate the motors accordingly.

(Radio controlled) RC transmitter and receiver: Radio Transmitter is an electronic device that controls the quadcopter manually.

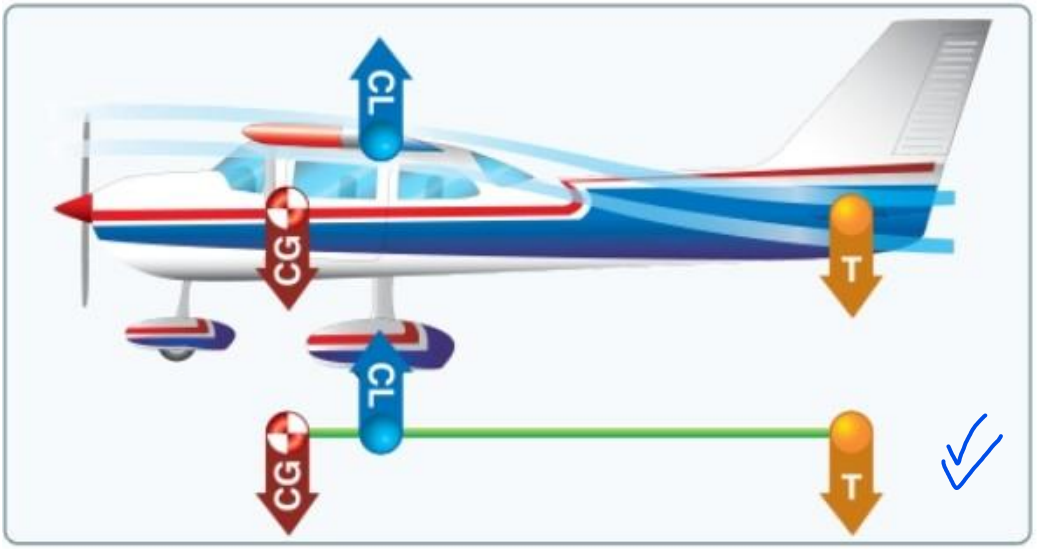
Classification of UAV

Based on airframe

1) HTOL or horizontal take-off and landing:



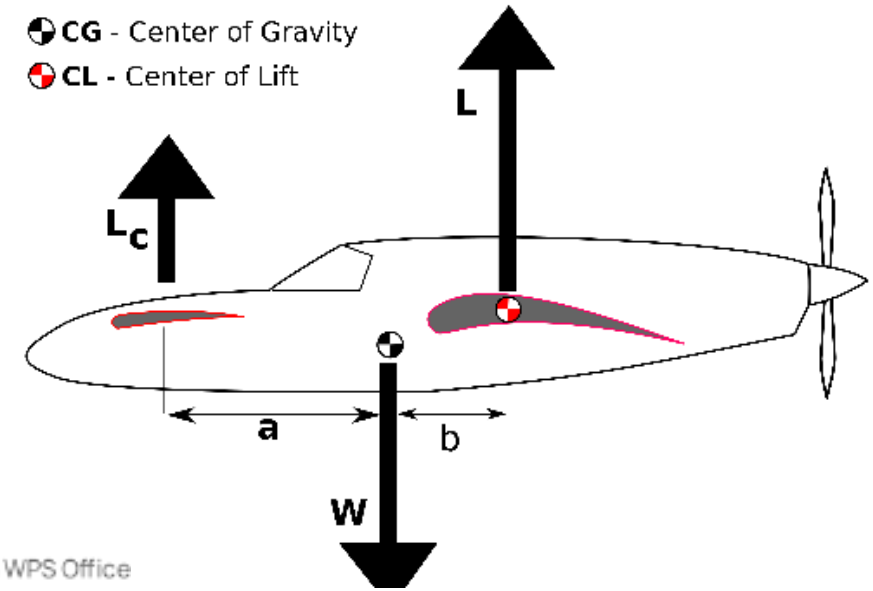
(a) Main Wing Forward with Control Surface



- This is accepted as the conventional arrangement and is by far the most ubiquitous.
- The aircraft centre of mass is forward of the wing centre of lift and this is balanced by a download on the tailplane, thus providing aerodynamic speed and attitude stability in the horizontal plane
- A vertical fin provides weathercock stability in yaw.

(b) Canard Configuration

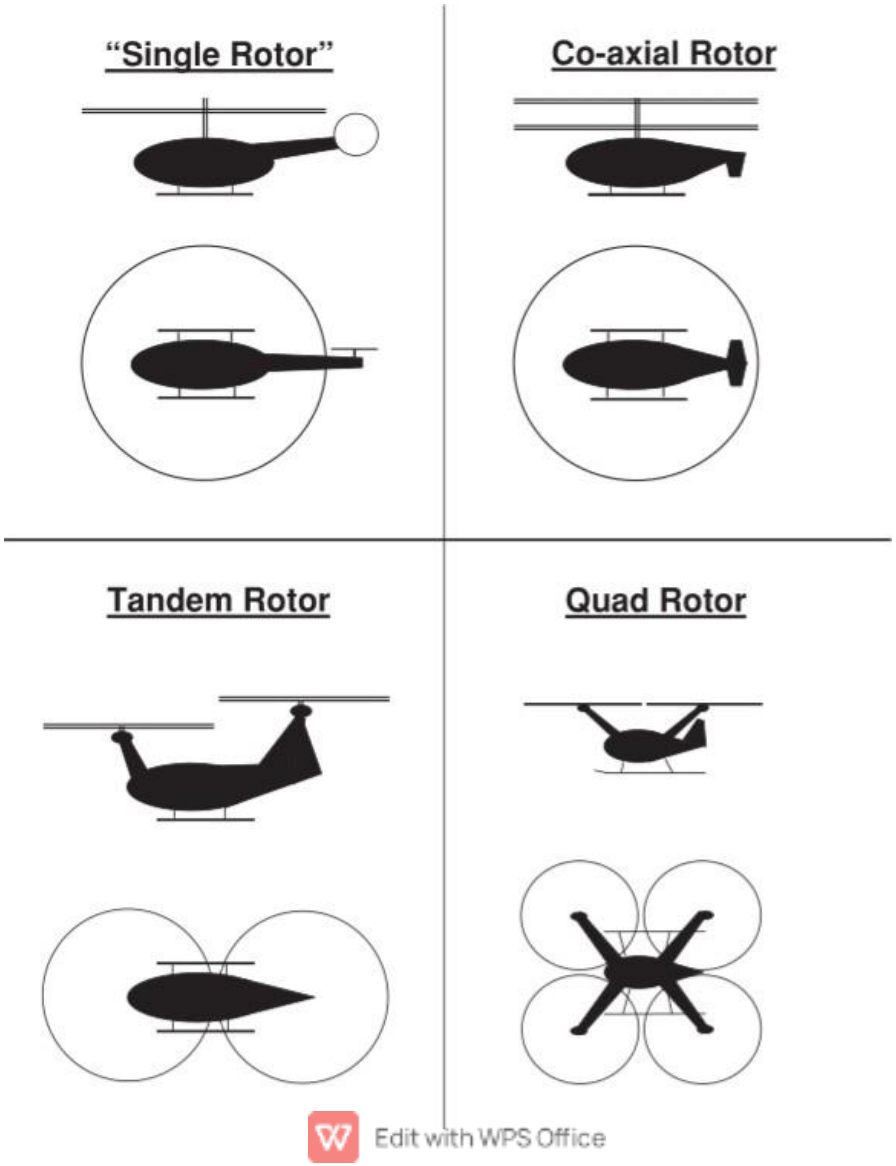
- A canard configuration has the horizontal stabiliser, or foreplane, mounted forward of the wing.
- The aircraft centre of mass is also forward of the wing and the balance is achieved with the foreplane generating positive lift.
- An advantage of the canard system is that as both planes are generating positive lift, it is aerodynamically more efficient than the tail-aft configuration
- disadvantage of the canard is that directional stability is less readily achievable since, as the aircraft centre of mass is more rearward, the tail fin (or fins) do not have the leverage that the tail-aft arrangement has.



c) Flying Wing or "Tailless Configurations

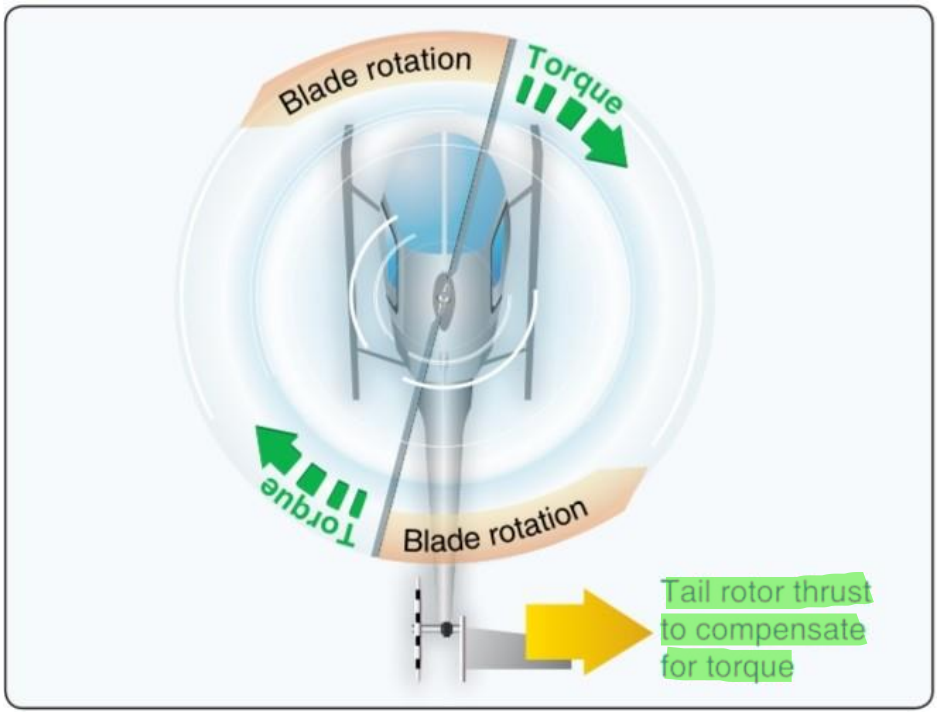
- This includes delta-wing aircraft which, as with the above, have an effective 'tail'.
- The wings have a 'sweep-back' This ensures that, as the aircraft nose rises, the centre of lift of the wing moves rearwards, thus returning the aircraft to its original attitude

2) VTOL or vertical take-off and landing:



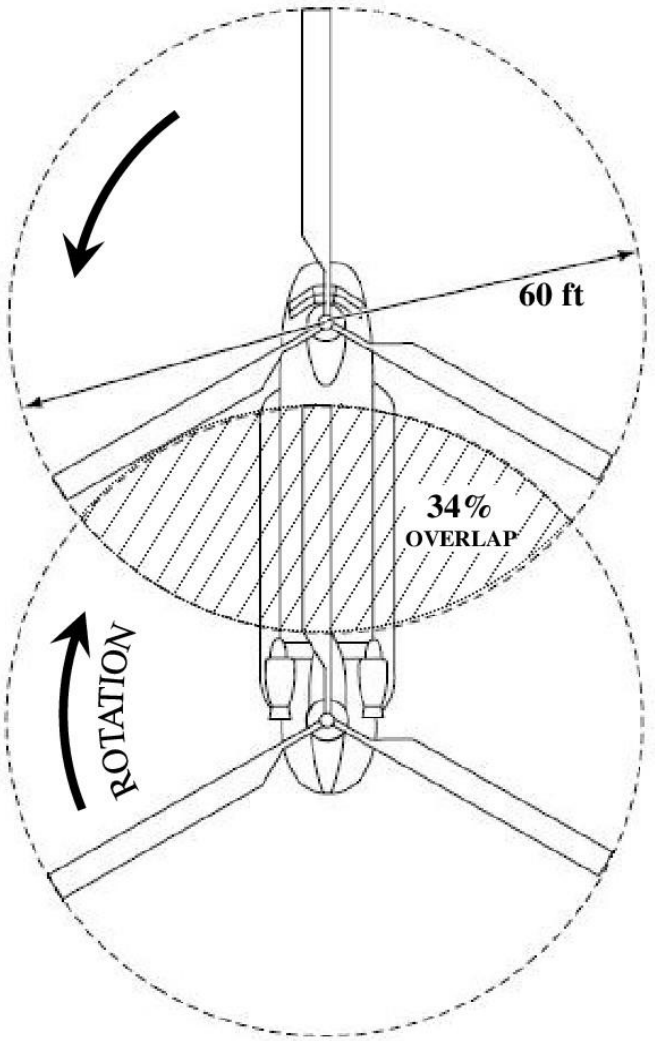
(a) Single-main-rotor

- Here the torque of the main rotor, which tends to turn the aircraft body in the opposite rotational direction to the rotor, is counteracted by a smaller, side-thrusting, tail rotor which typically adds about a further 10% onto the main rotor power demands.
- Single Main rotor provides both lift and thrust.
- a disadvantage is that the aircraft is extremely asymmetric in all planes which adds to the complication of control and complexity of the algorithms of the flight control system



(b) Tandem Rotor

- it is more efficient to fit two smaller rotors one behind other than one large one to aircraft with more weight
- Here the rotors rotate in opposite manner(front rotor in anticlockwise direction and rear rotor in clockwise direction)



c) Coaxial Rotor

Coaxial rotors or coax rotors are a pair of helicopter rotors mounted one above the other on concentric shafts, with the same axis of rotation, but turning in opposite directions.

It is not more generally popular due to its greater height compared with that of the other configurations.

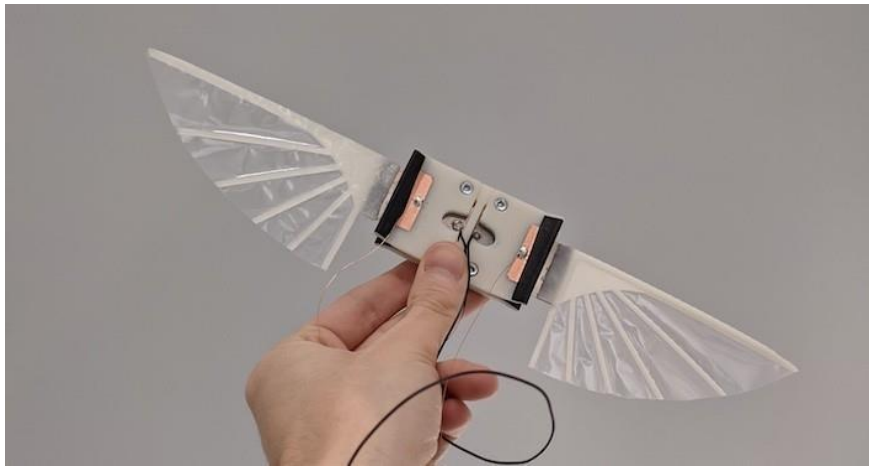
The advantages of the configuration include an almost perfect aerodynamic symmetry, compactness with no vulnerable tail- rotor

It can present disadvantages in maintenance and in hangarage(**Accommodation for aircraft in a hangar**.)

d)multirotor

- A quadcopter is a multirotor drone with four arms or booms, each with a rotor (hence "quad copter"). Multirotor drones are unmanned aerial vehicles (UAV) with multiple rotors that are used to generate lift to enable the aircraft to fly.
- The working principle is that one pair of rotors turns clockwise and the other anti- clockwise, and by varying the speeds it is possible to generate thrust as well as turning motions.

3)Flapping wing aircraft



- The ornithopter or “flapping wing” utilizes bird flying mechanics as the power source of the UAV. This technology has been used by the military to develop a small “bird-like” UAV capable of surveillance.

Based on size

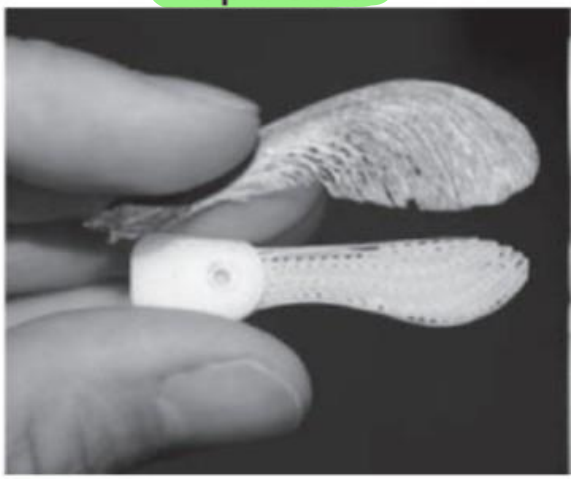
1)Very Small UAVs

UAVs

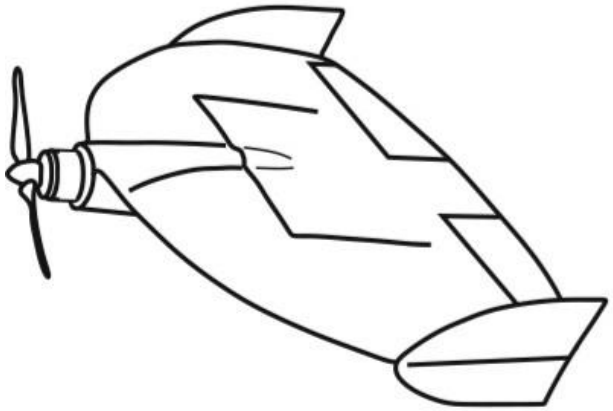
Prox-Dynamics "Pico-flyer"

Rotor Diameter	60mm
AUM	3.3gm
Battery	1 x 3.7V, 30mAh
Camera System	?
Flight Endurance	1 min
Radio Link	900 MHz
Forward speed	10m/s?

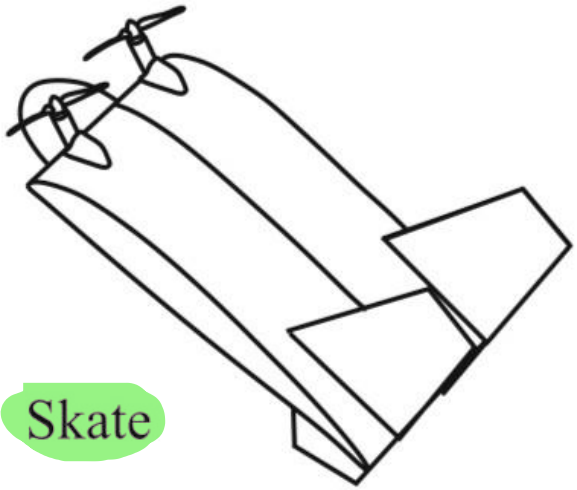
Lockheed-Martin / DARPA
"Maple-Seed"



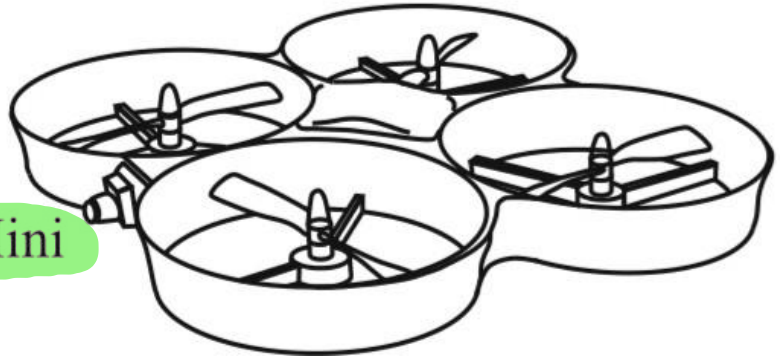
Objectives:-	
Flight Endurance	2 min.
Camera mass	2g
Forward speed	10m/s
Power	Solid rocket in tip
Cost	<20$



Mosquito



Skate



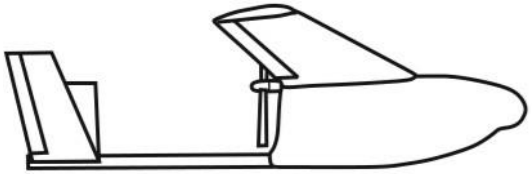
CyberQuad Mini

- very small UAVs" range from "micro" sized, which are about the size of a large insect up to an AV with dimensions of the order of a 30–50 cm (12–20 in.).
- There are two major types of small UAVs. One type uses flapping wings to fly like an insect or a bird and the other uses a more or less conventional aircraft configuration, usually rotary wing for the micro size range.

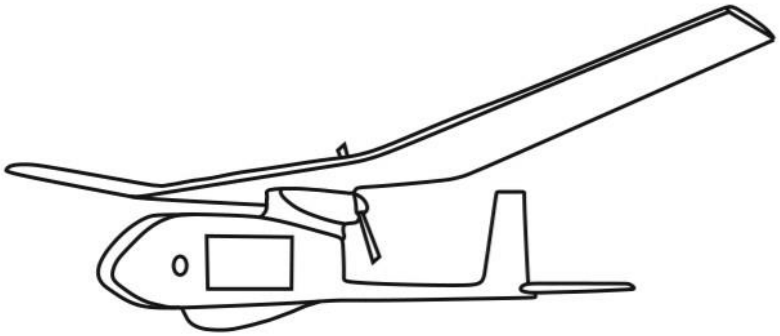
2)Small UAVs

50 — 100 cm

- "small UAVs" have at least one dimension of greater than 50 cm (19.7 in.) and go up to dimensions of a meter or two.
- Many of these UAVs have the confi guration of a fixed-wing model airplane and are hand-launched by their operator by throwing them into the air much as we launch a toy glider.



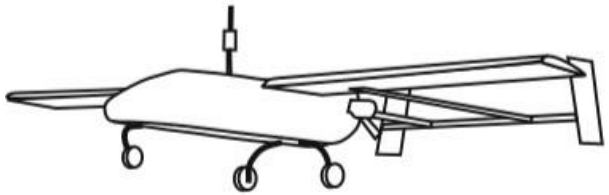
Bayraktar



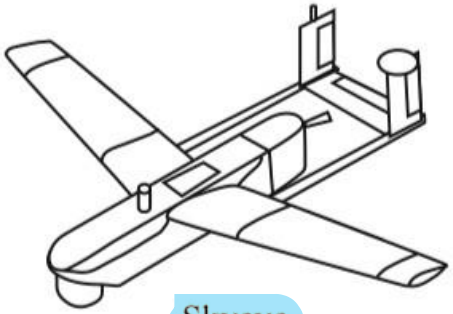
Raven B

3)Medium UAVs

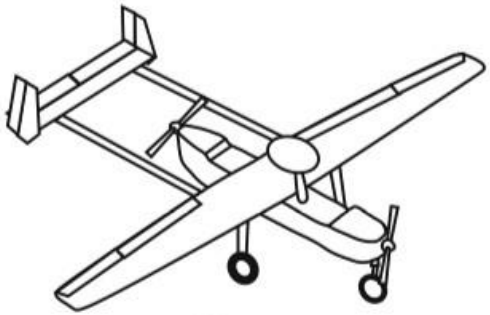
- They have typical wingspans of the order of 5–10 m (16–32 ft) and carry payloads of from 100 to more than 200 kg (220–440 lb). There are a large number of UAVs that fall into this size group.
- There are also a large number of rotary-wing UAVs in this size class. A series of conventional helicopter with rotor diameters of the order of 2 m (6.4 ft)



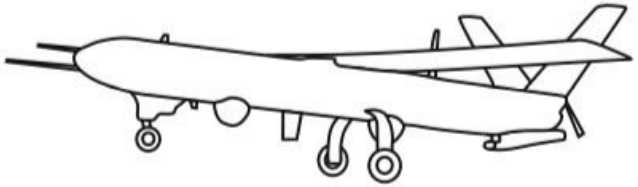
Pioneer



Skyeye

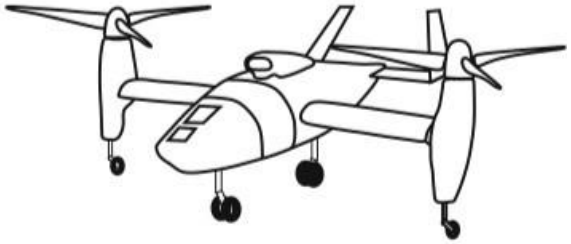


Hunter



Watchkeeper

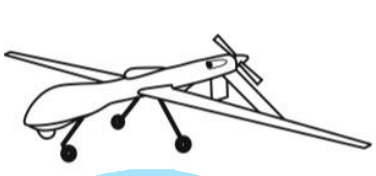
Fire Scout



Eagle Eye

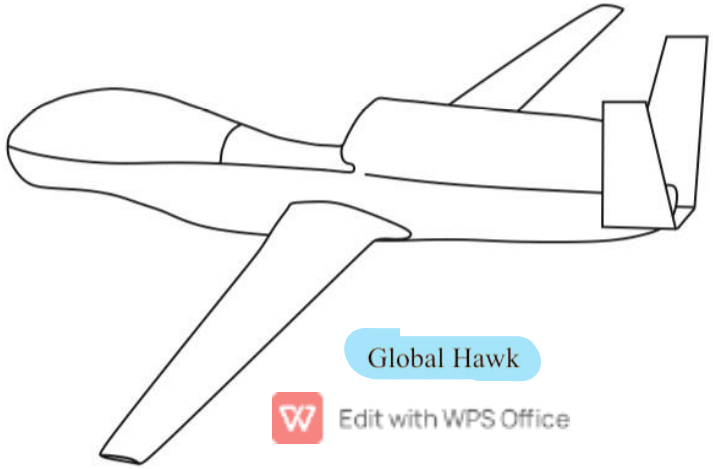
4)Large UAVs

- This includes, in particular, a group of UAVs that can fly long distances from their bases, loiter for extended periods to perform surveillance functions. They also are large enough to carry weapons in significant quantities



Predator A

Harfang



Global Hawk

Classification by Range and Endurance

1) HALE – High altitude long endurance.

- Over 15 000 m altitude and 24+ hr endurance.
- They carry out extremely long-range (trans-global) reconnaissance and surveillance and increasingly are being armed. They are usually operated by Air Forces from fixed bases.

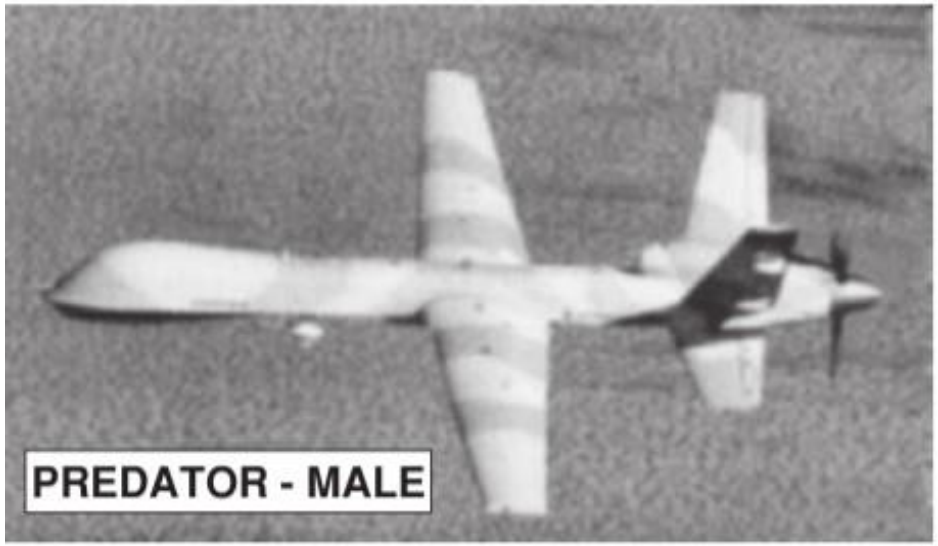
2) MALE – Medium altitude long endurance.

- 5000–15 000 m altitude and 24 hr endurance.
- Their roles are similar to the HALE systems but generally operate at somewhat shorter ranges, but still in excess of 500 km. and from fixed bases.

3) TUAV – Medium Range or Tactical UAV with range of order. between 100 and 300 km.

These air vehicles are smaller and operated within simpler systems than are HALE or MALE and are operated also by land and naval forces

GLOBAL HAWK – HALE



PREDATOR - MALE

Global Hawk Block 20 (Tier 2 Plus) by Northrop-Grumman.

Wing-span	39.9m
Length	14.5m
MTOM	14,628kg
Max. Endurance	35hr
Max Altitude	19,800m
Payload - mass	1,360kg

Stabilised, high-magnification Optical and I.R. TV.
Synthetic Aperture Radar

Predator B by General Atomics Inc.

Wing-span		20m
Length		10.6m
MTOM		4,536kg
Max. Endurance		32hr
Ceiling		12,000m
Payload :-	mass	230kg

Stabilised, High-mag. Optical and I.R. TV.
S.A.R.

Applications of UAS

Civilian uses	
Aerial photography	Film, video, still, etc.
Agriculture	Crop monitoring and spraying; herd monitoring and driving
Coastguard	Search and rescue, coastline and sea-lane monitoring
Conservation	Pollution and land monitoring
Customs and Excise	Surveillance for illegal imports
Electricity companies	Powerline inspection
Fire Services and Forestry	Fire detection, incident control
Fisheries	Fisheries protection
Gas and oil supply companies	Land survey and pipeline security
Information services	News information and pictures, feature pictures, e.g. wildlife
Lifeboat Institutions	Incident investigation, guidance and control
Local Authorities	Survey, disaster control
Meteorological services	Sampling and analysis of atmosphere for forecasting, etc.
Traffic agencies	Monitoring and control of road traffic
Oil companies	Pipeline security
Ordnance Survey	Aerial photography for mapping
Police Authorities	Search for missing persons, security and incident surveillance
Rivers Authorities	Water course and level monitoring, flood and pollution control
Survey organisations	Geographical, geological and archaeological survey
Water Boards	Reservoir and pipeline monitoring

Military roles

Navy

Shadowing enemy fleets

Decoying missiles by the emission of artificial signatures

Electronic intelligence

Relaying radio signals

Protection of ports from offshore attack

Placement and monitoring of sonar buoys and possibly other forms of anti-submarine warfare

Army

Reconnaissance

Surveillance of enemy activity

Monitoring of nuclear, biological or chemical (NBC) contamination

Electronic intelligence

Target designation and monitoring

Location and destruction of land mines

Air Force

Long-range, high-altitude surveillance

Radar system jamming and destruction

Electronic intelligence

Airfield base security

Airfield damage assessment

Elimination of unexploded bombs

Difference between UAVs and Drones

There are three kinds of aircraft excluding missiles, that fly without pilots.

- Unmanned aerial vehicles(UAVs)
- Remotely piloted vehicles(RPVs)
- Drones

- **RPVs are remotely controlled/steered from a remote location.**
- **UAVs performs autonomous or preprogrammed mission.**
- **Drone is an pilotless aircraft controlled by radio signals. The term drone must be used for vehicles having limited flexibility for accomplishing sophisticated missions and fly in a persistently dull, monotonous and indifferent manner.**

- UAVs, RPVs and Drones are unmanned but UAVs is a generic term.
- RPVs is UAV but UAVs may not be an RPVs because UAV is autonomous.

- UAVs used by millitary have autopilots and navigation system that maintain altitude, attitude and ground track automatically.

- Manual control means adjusting heading, altitude and speed by switches/joystick/trackball located in ground control station but allowing autopilots to stabilize the vehicle.

Terms related to drones

Drone/Unmanned aerial vehicle: An unmanned aerial vehicle, commonly known as a drone, is an aircraft without any human pilot, crew, or passengers on board.

Range :it is defined as the total distance (measured with respect to ground) traversed by the airplane on a full tank of fuel.

Endurance:it is defined as the total time that an airplane stays in the air on a full tank of fuel.

Wingspan: The wingspan (or just span) of a bird or an airplane is the distance from one wingtip to the other wingtip.

Center of gravity (C.G):it is the average location of all the weight of an object.

Center of lift (C.L):it is the point where the sum total of all lift generated by parts

Angle of Attack: Angle of attack is the angle between a reference line on a body and the vector representing the relative motion between the body and the fluid through which it is moving.

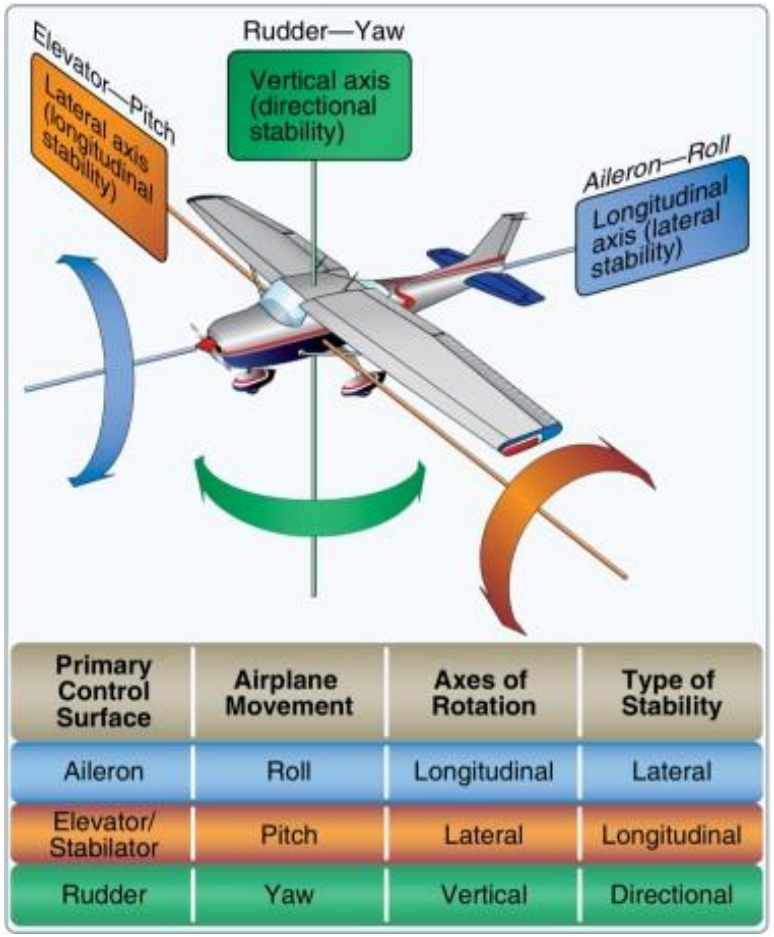
- **Altitude**:Altitude is the height of an object above the surface of the ground or sea level.
- **Hovering**:To remain in one place in the air.
- **Maneuver**:An intended and controlled variation from a straight and level flight path in the operation of an airplane.
- **Surveillance**:Act of watching a person or a place, especially a person believed to be involved with criminal activity or a place where criminals gather

Reconnaissance

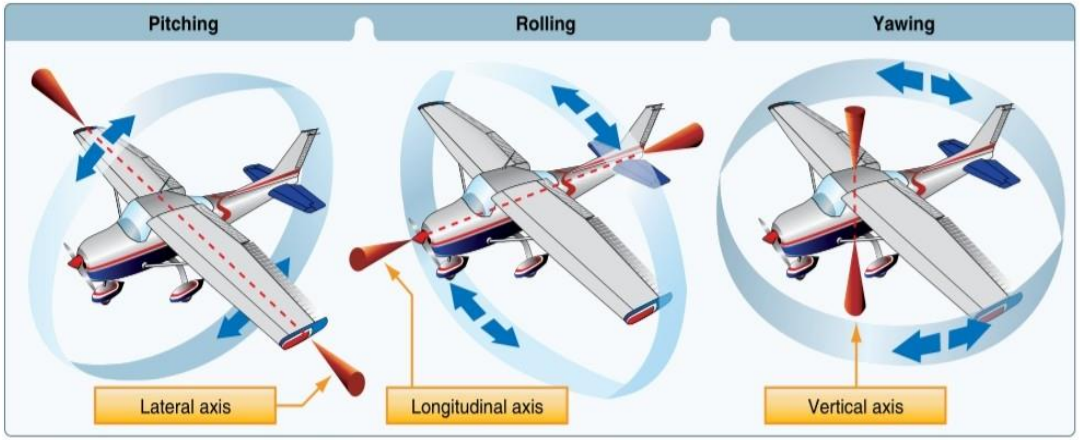
- Reconnaissance:the process of obtaining information about enemy forces or positions by sending out small groups of soldiers or by using aircraft.

- **Unmanned combat aerial vehicle (UCAV)**:It is an unmanned combat aerial vehicle (UCAV), also known as a combat drone, or battlefield UAV, is an unmanned aerial vehicle (UAV) that is used for intelligence, surveillance, target acquisition, and reconnaissance and carries aircraft ordnance such as missiles, ATGMs, and/or bombs in hardpoints for drone strikes.

Motion of aircraft

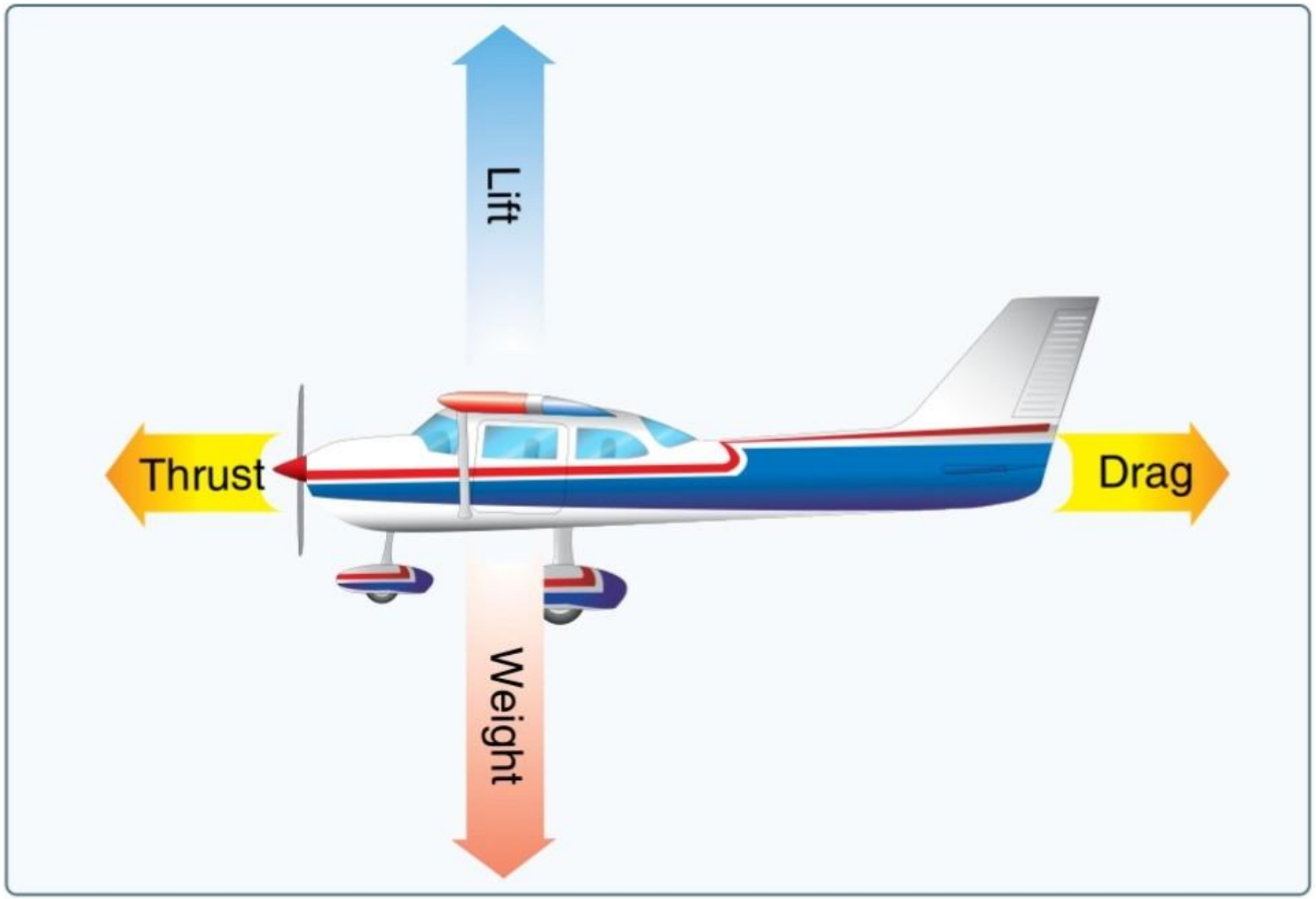


Primary Control Surface	Airplane Movement	Axes of Rotation	Type of Stability
Aileron	Roll	Longitudinal	Lateral
Elevator/ Stabilator	Pitch	Lateral	Longitudinal
Rudder	Yaw	Vertical	Directional

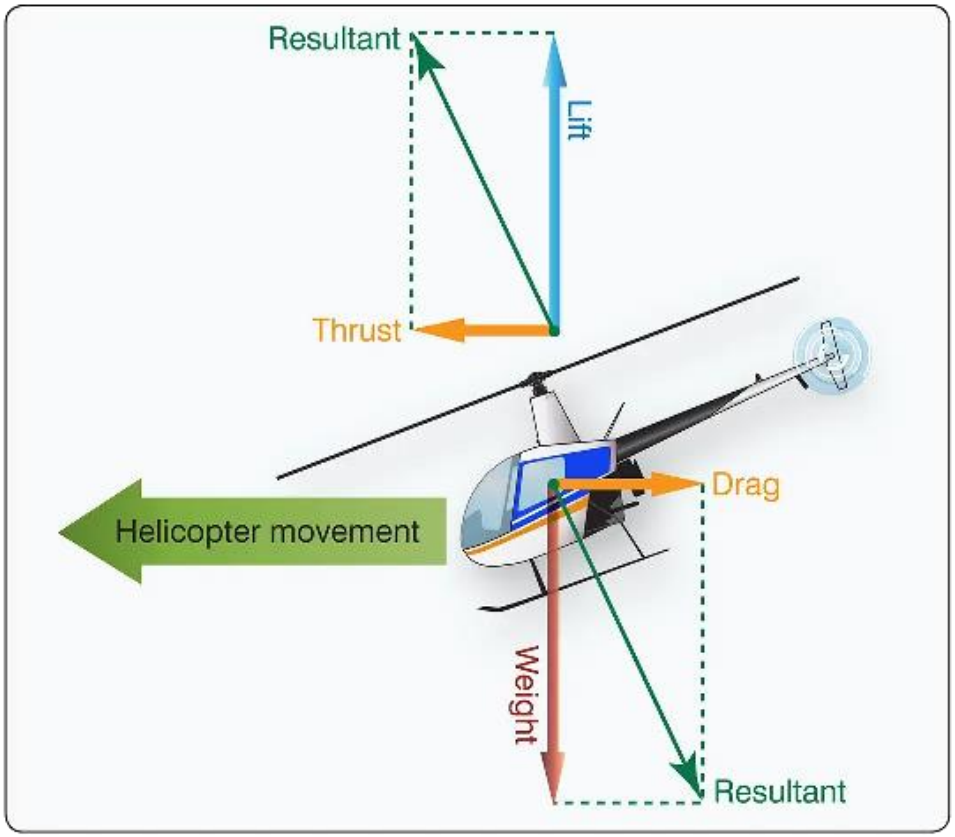


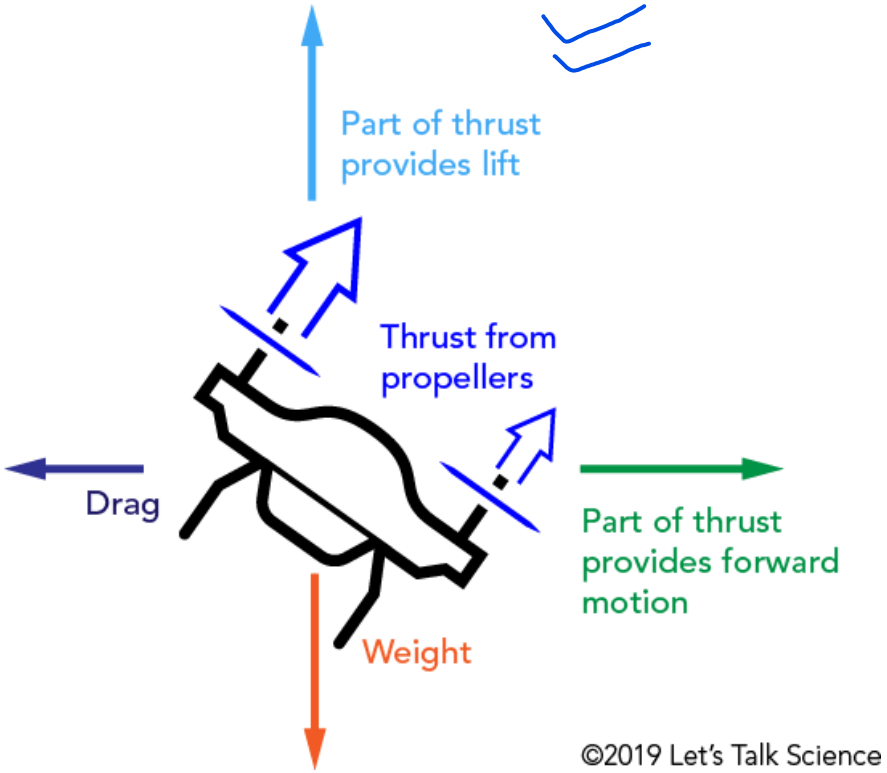
- **Vertical axis, or yaw axis** — an axis drawn from top to bottom, and perpendicular to the other two axes, parallel to the fuselage station.
- **Transverse axis, lateral axis, or pitch axis** — an axis running from the pilot's left to right in piloted aircraft, and parallel to the wings of a winged aircraft, parallel to the buttock line.
- **Longitudinal axis, or roll axis** — an axis drawn through the body of the vehicle from tail to nose in the normal direction of flight, or the direction the pilot face
- **Pitch**:The rotation of aircraft about lateral axis (Nose up or Nose down)
- **Roll**:The rotation of aircraft about longitudinal axis. (BankiBanking left or right)
- **Yaw**:The rotation of aircraft about Vertical axis(Turning left or right)

Forces acting on Aircraft



- **Thrust**—the forward force produced by the powerplant/ propeller or rotor. It opposes or overcomes the force of drag.
- **Drag**—a rearward, retarding force caused by disruption of airflow by the wing, rotor, fuselage, and other protruding objects
- **Lift**—is a force that is produced by the dynamic effect of the air acting on the airfoil, and acts perpendicular to the flight path
- **Weight**—the combined load of the aircraft itself, the crew, the fuel, and the cargo or baggage

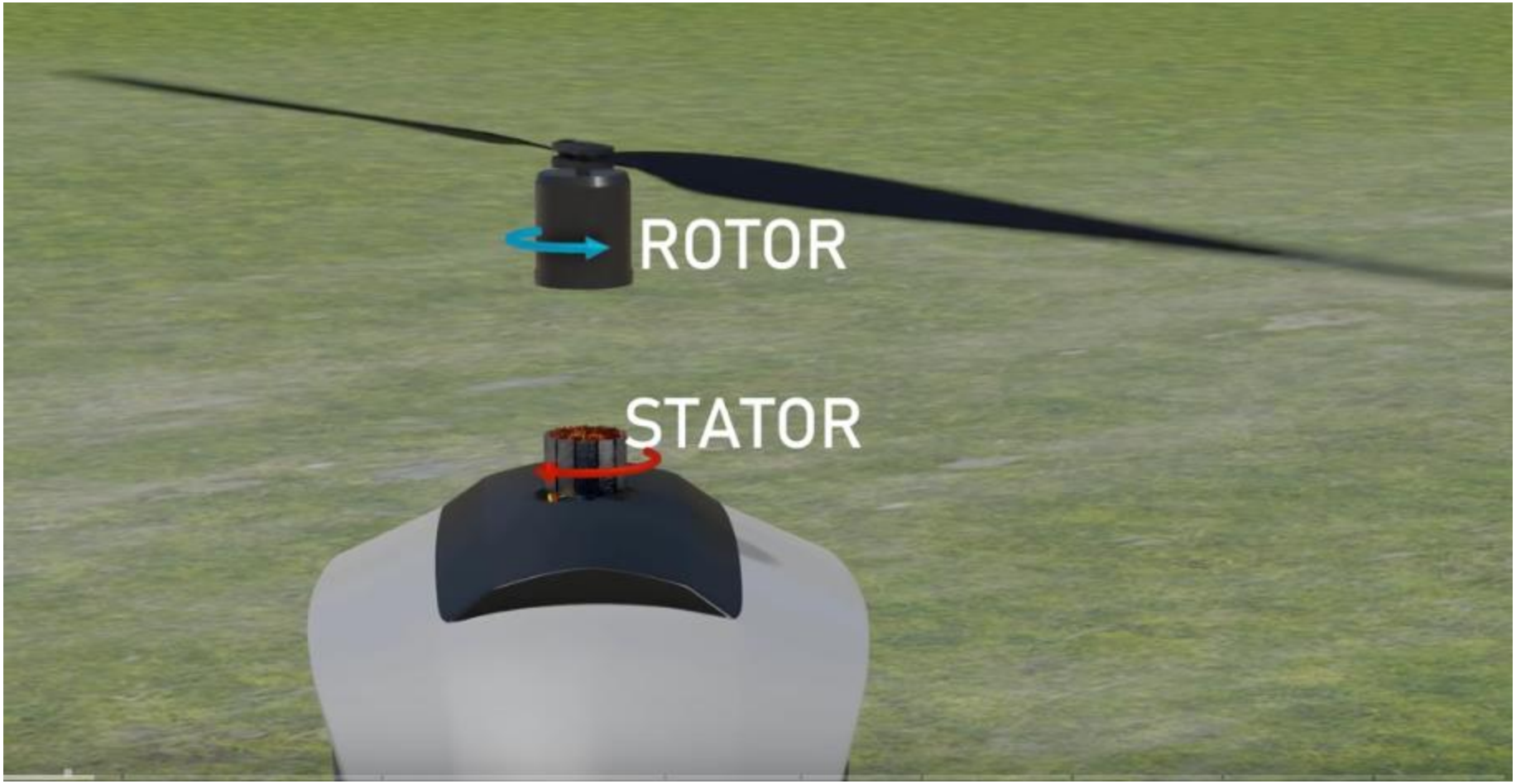




In the case of Rotorcrafts, rotor serves for both lift force for gaining altitude and thrust force for moving forward

How do they work?

Discussion of spinning due to counter acting torque

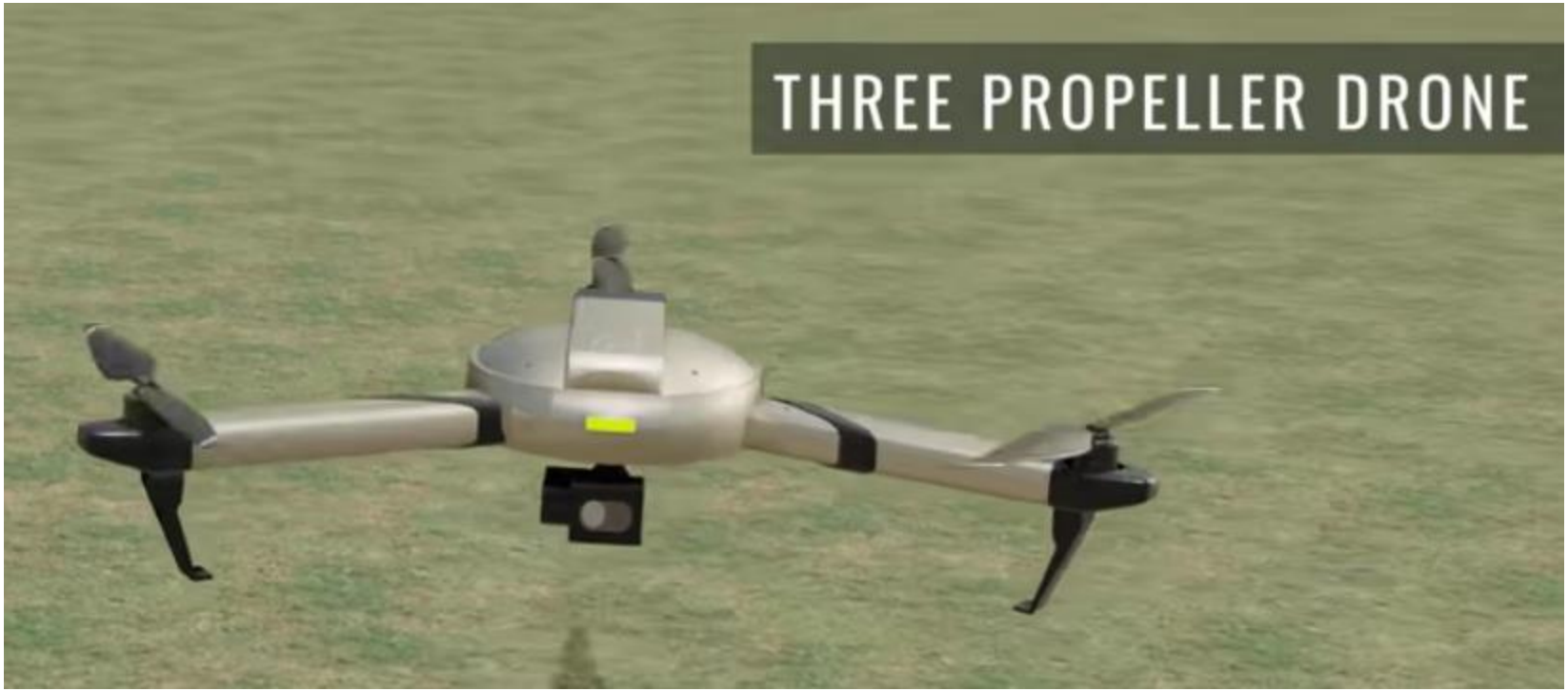


Comparing torque and counter acting torque with rotor and stator


TWO PROPELLER DRONE

Discussion of no spinning due to torque and counter acting torque

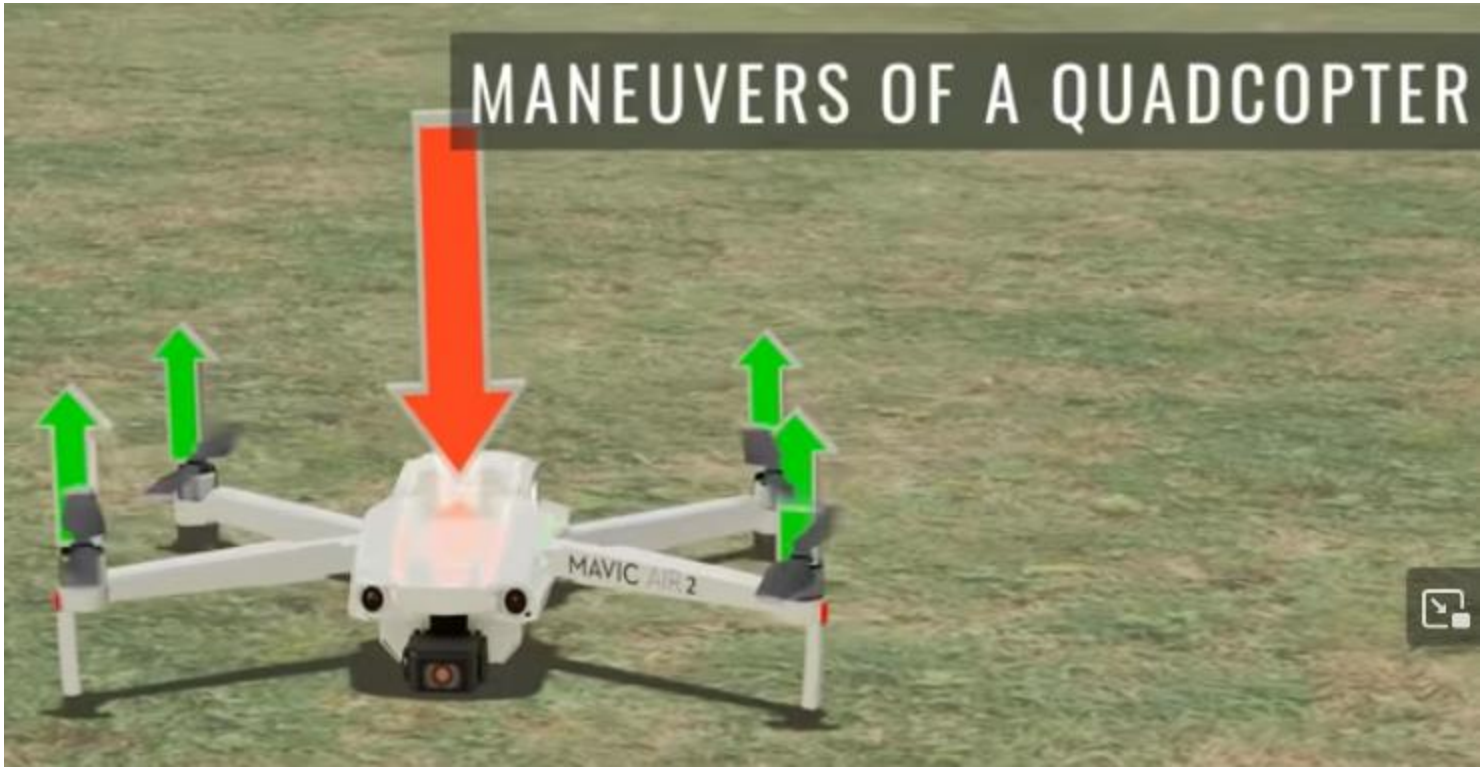
Comparing maneuverability and endurance with no of props


THREE PROPELLER DRONE

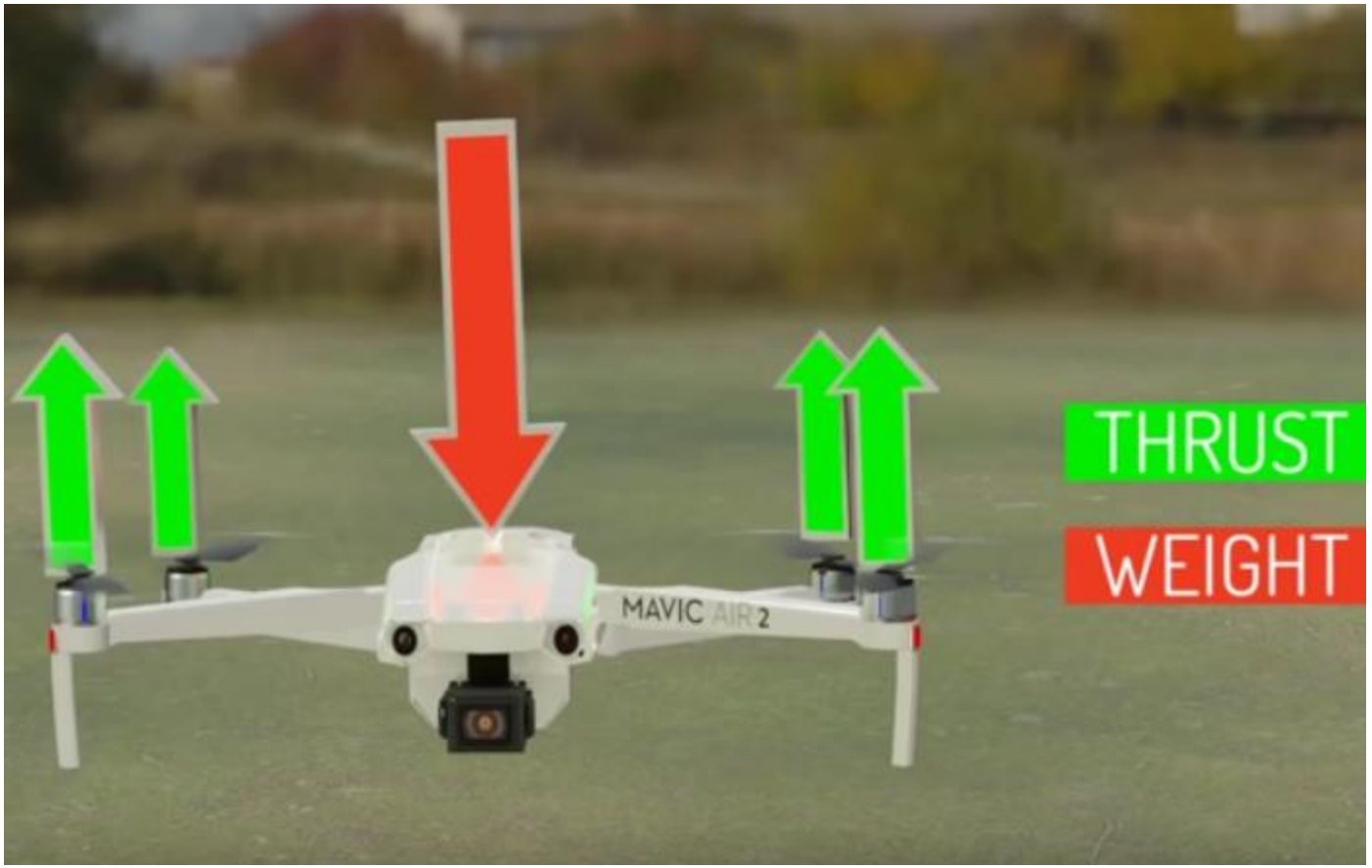
Discussion of counter acting torque of 3 rd propeller leads to spinning of drone

Discussion of X-Type or H- shape

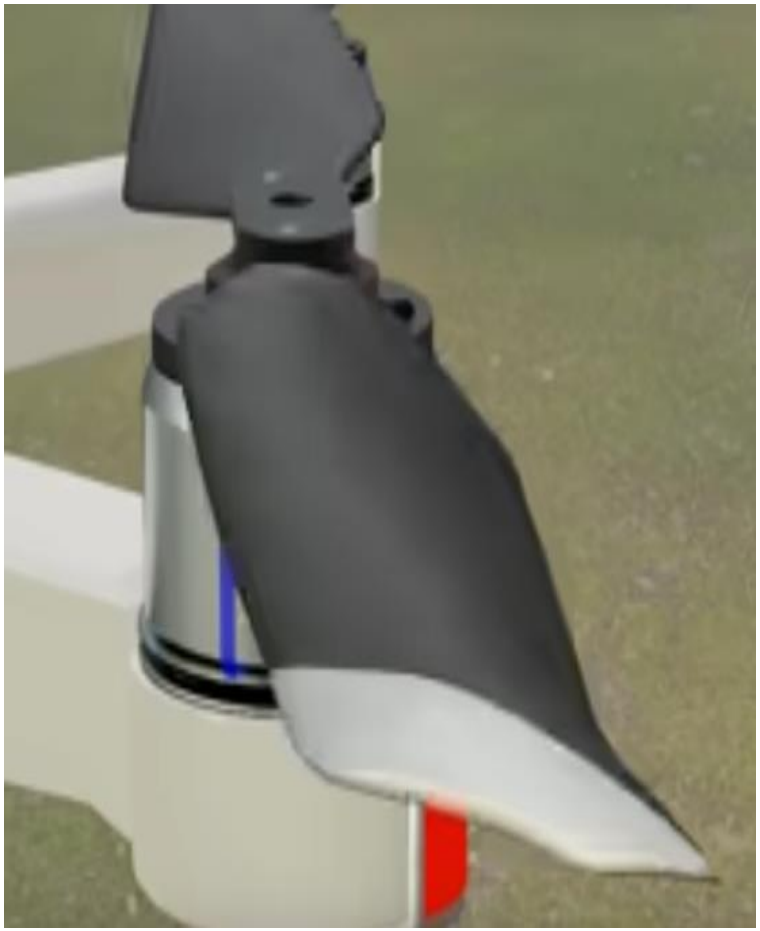
How spinning of drone is avoided? Discussion on counter acting torque

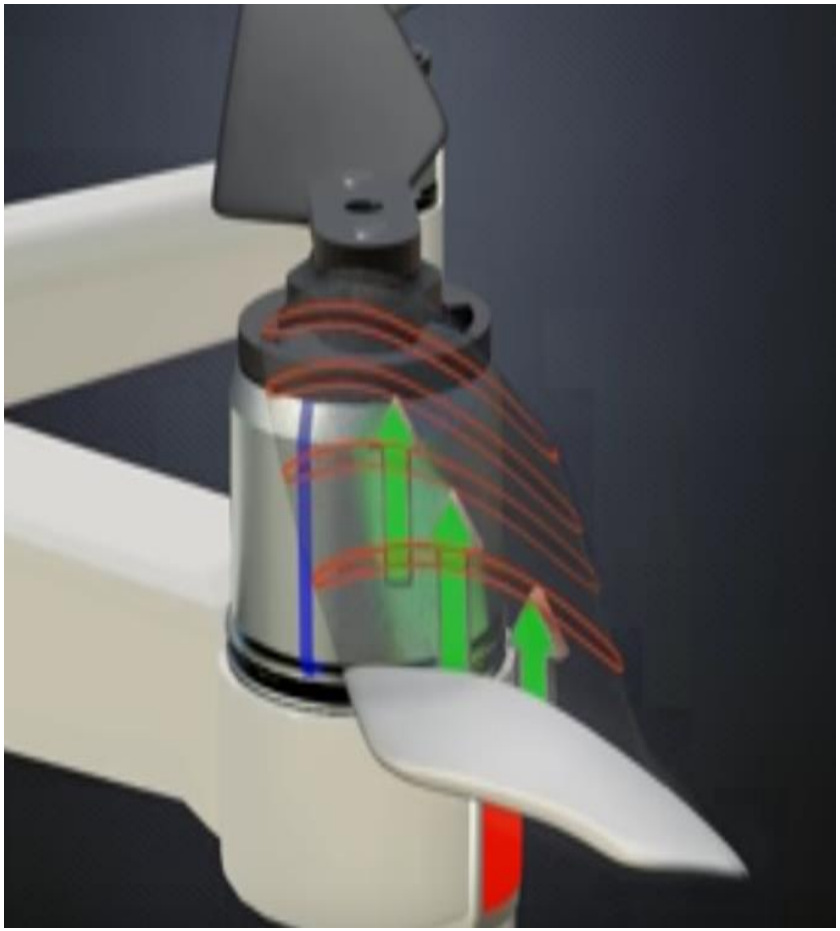

MANEUVERS OF A QUADCOPTER
MAVIC AIR 2

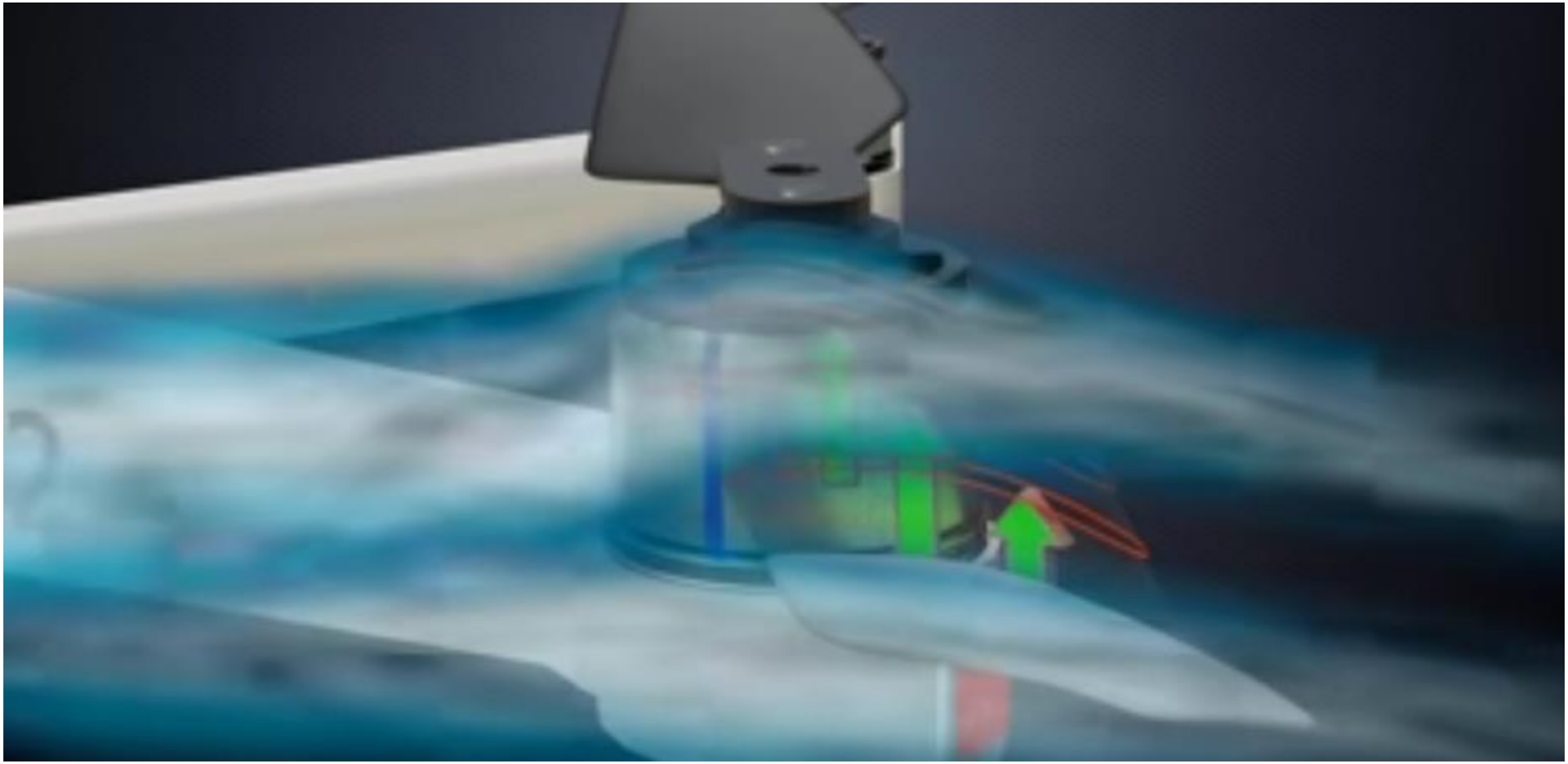
Hovering



Airfoil in lift production

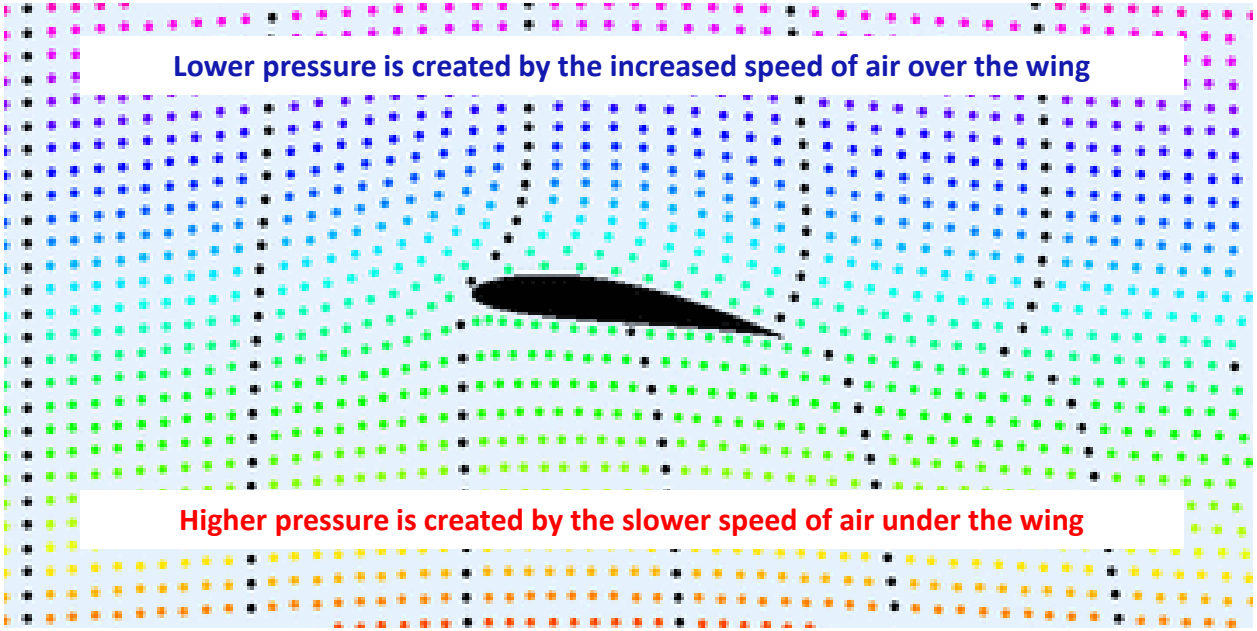




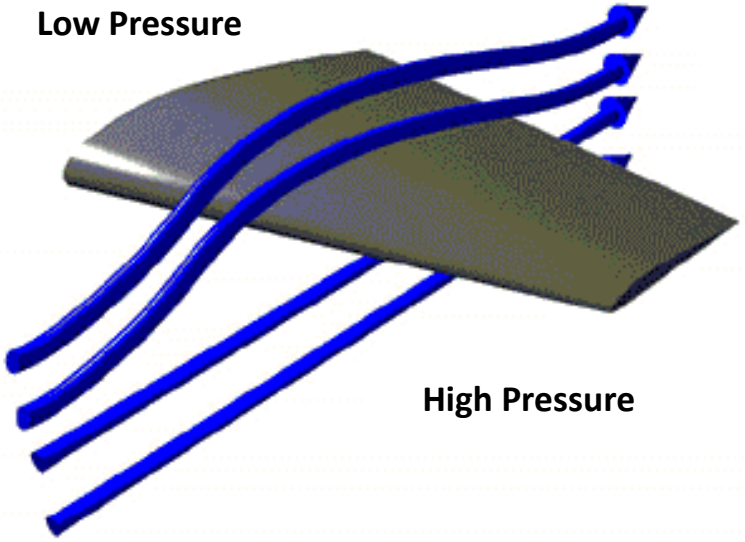


Discussion of bernouli principle for lift production, paper lift , lift production based on Newton 3rd law of motion.

Application of Bernoulli's principle to aircraft wing

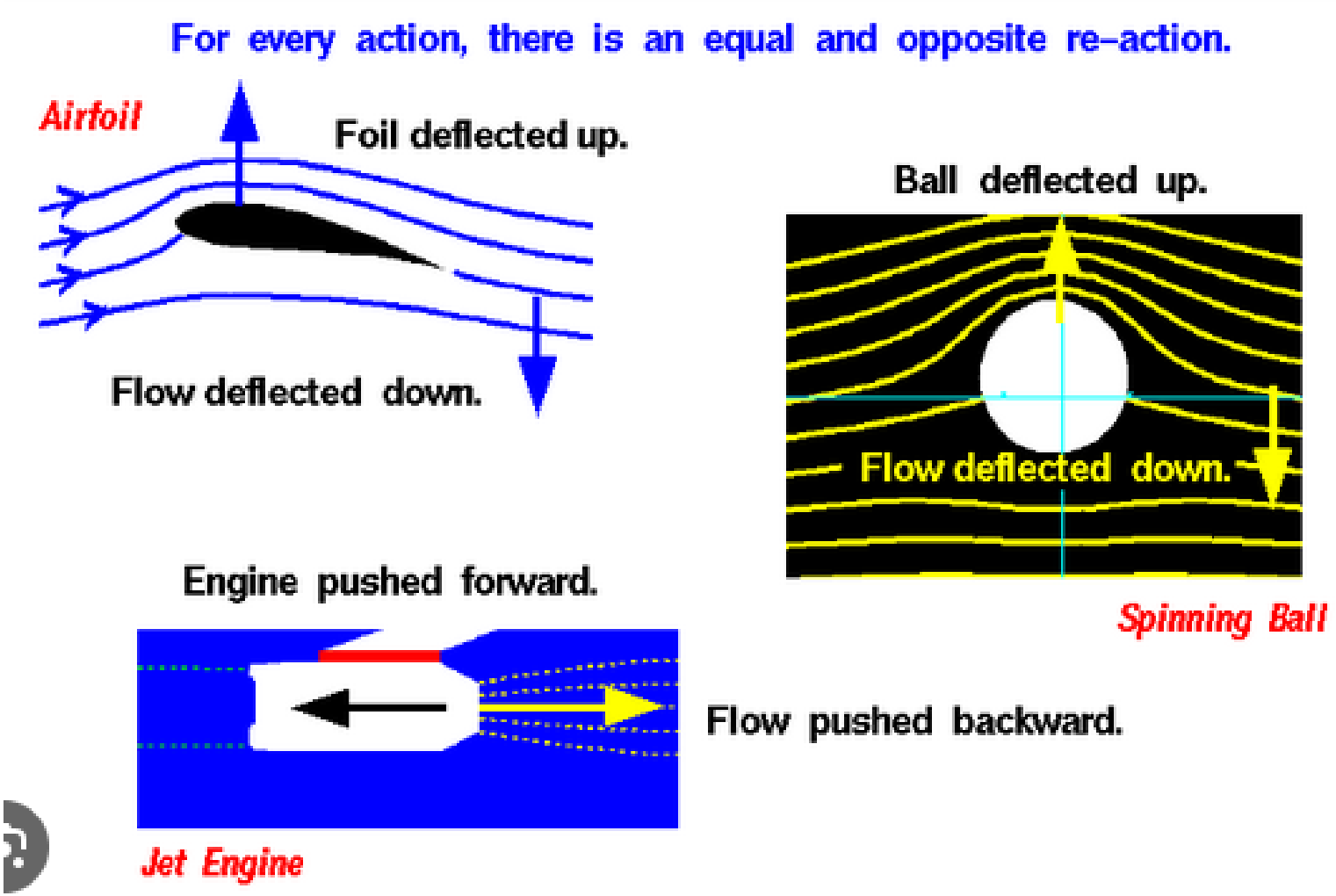


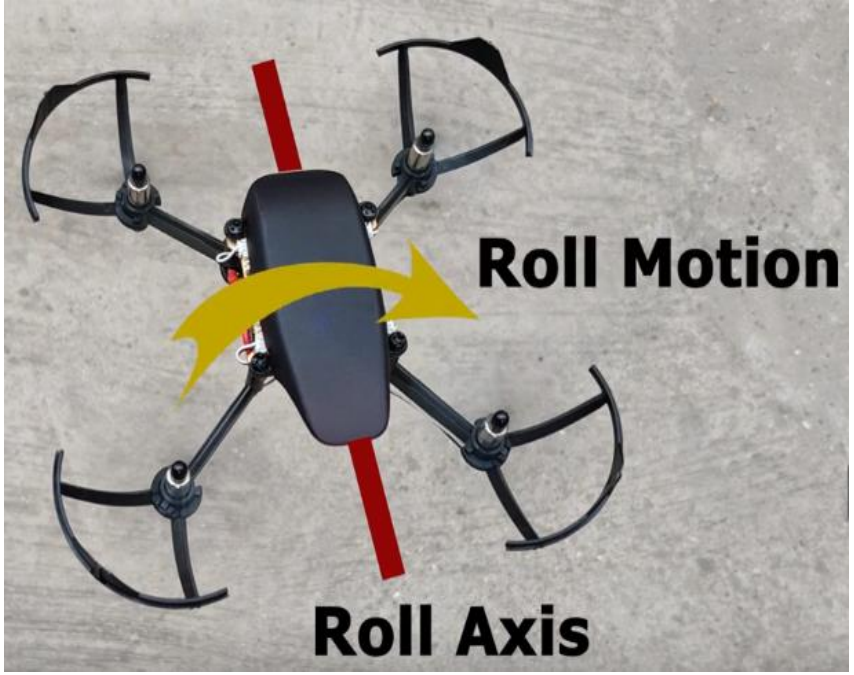
Lift force

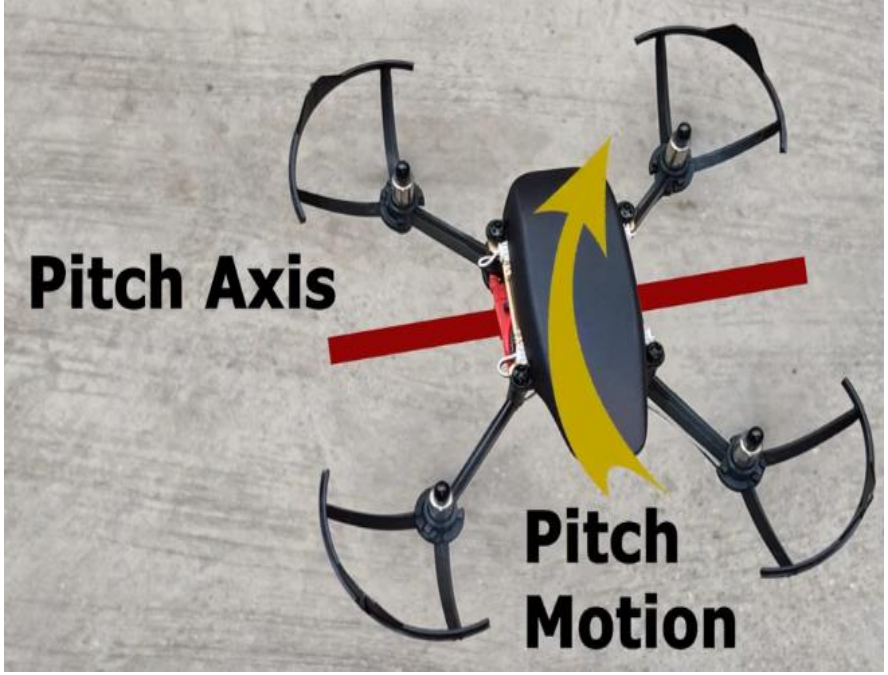


Lift force

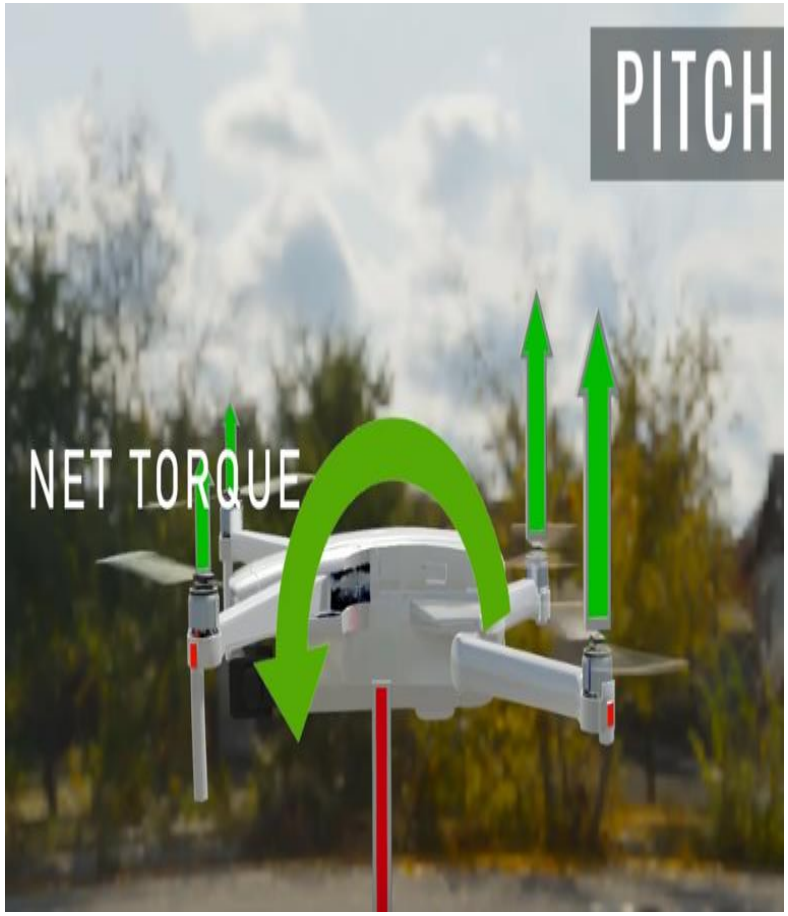
Based on Newton 3rd law of motion: lift production

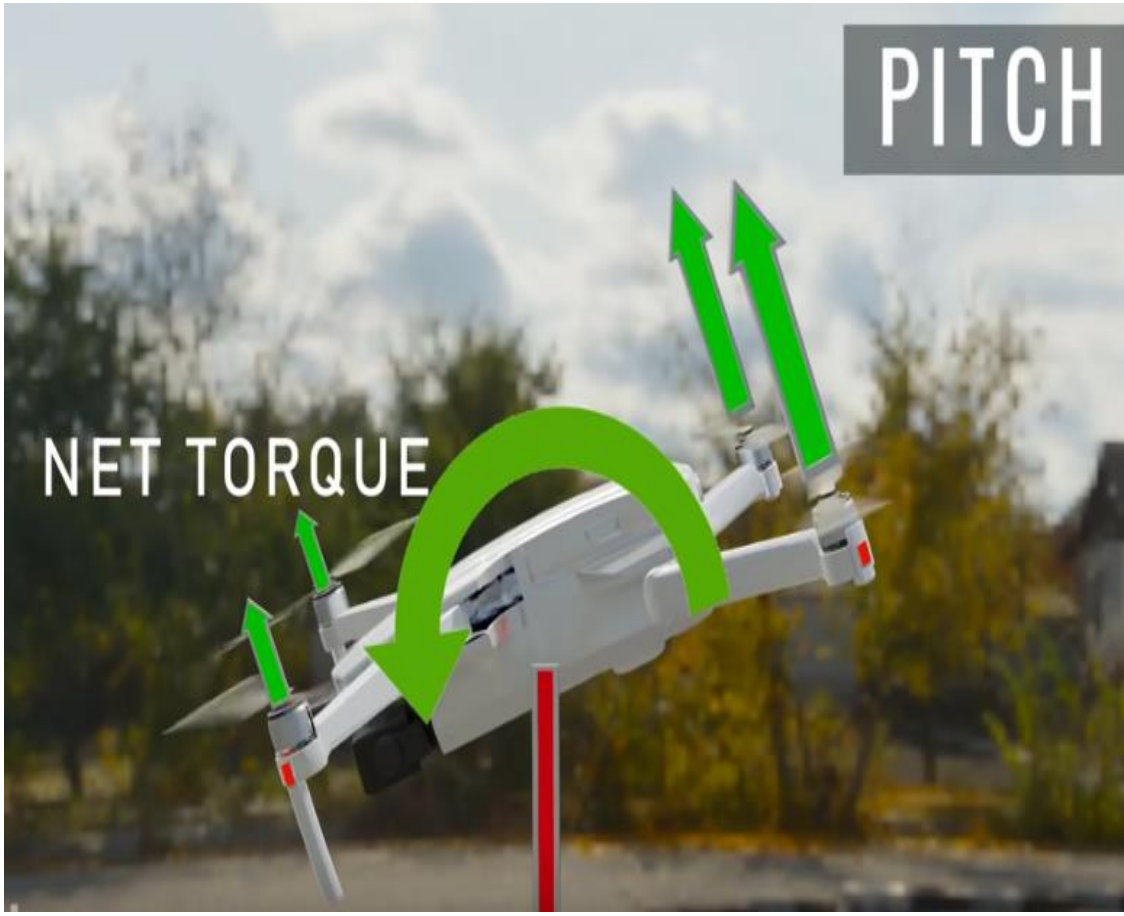



Roll Motion
Roll Axis


Pitch Axis
Pitch
Motion


Yaw
Motion
Yaw Axis

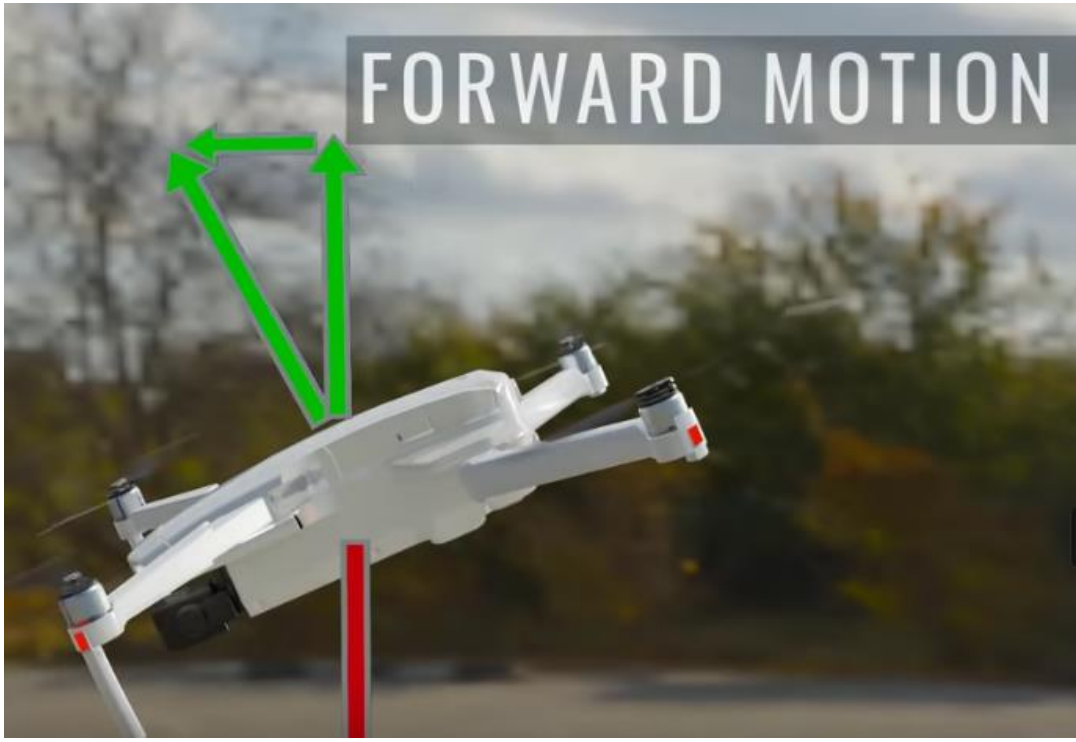


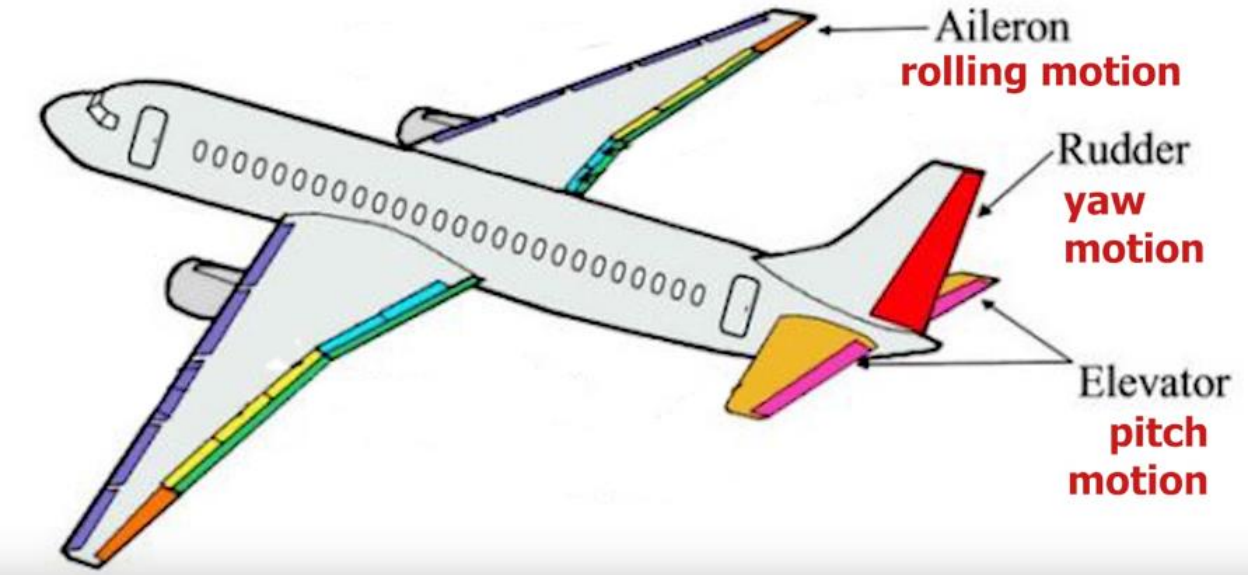


Discussion of imbalance of forces due to variation in speeds of prop between front props and rear props leading to pitching motion.

Pitch up/pitch down/ pitching along any direction works on the same principle.

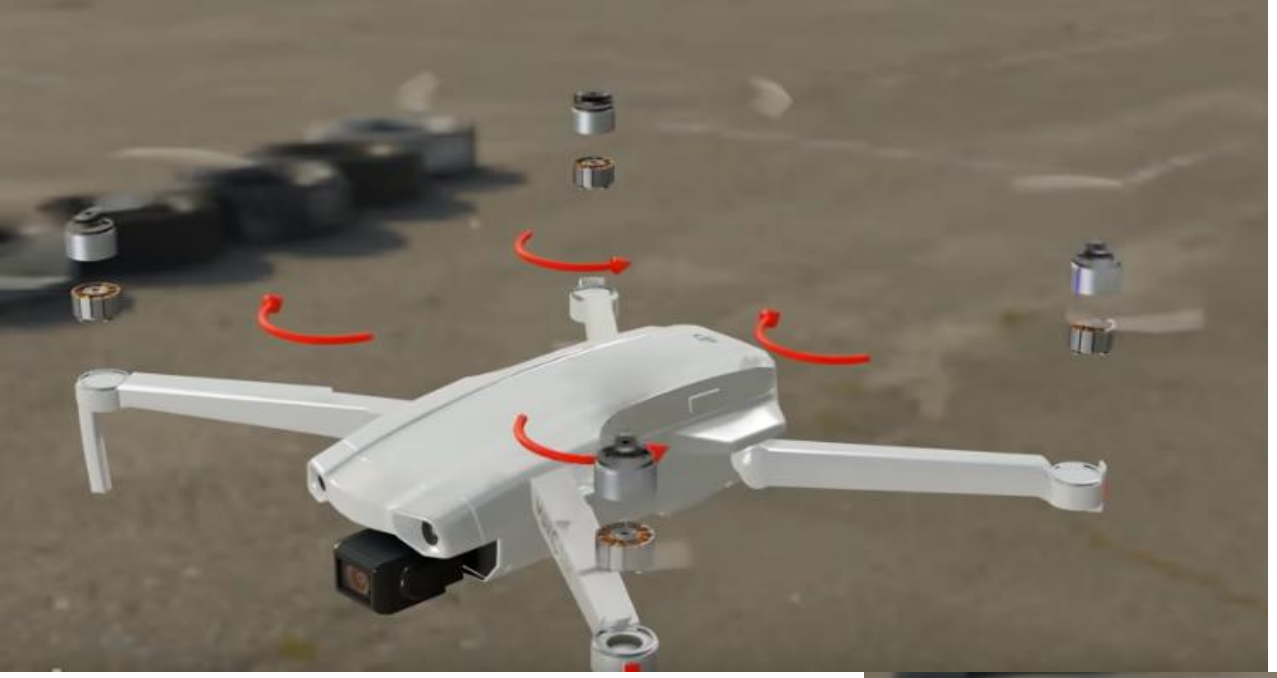
Discussion of rotation of props at same speed after pitching, so that same vertical forces are generated. vertical lift generated exactly balances the weight leading to unbalanced force in the horizontal direction leading to forward motion





Reminding the pitch, roll and yaw in airplane

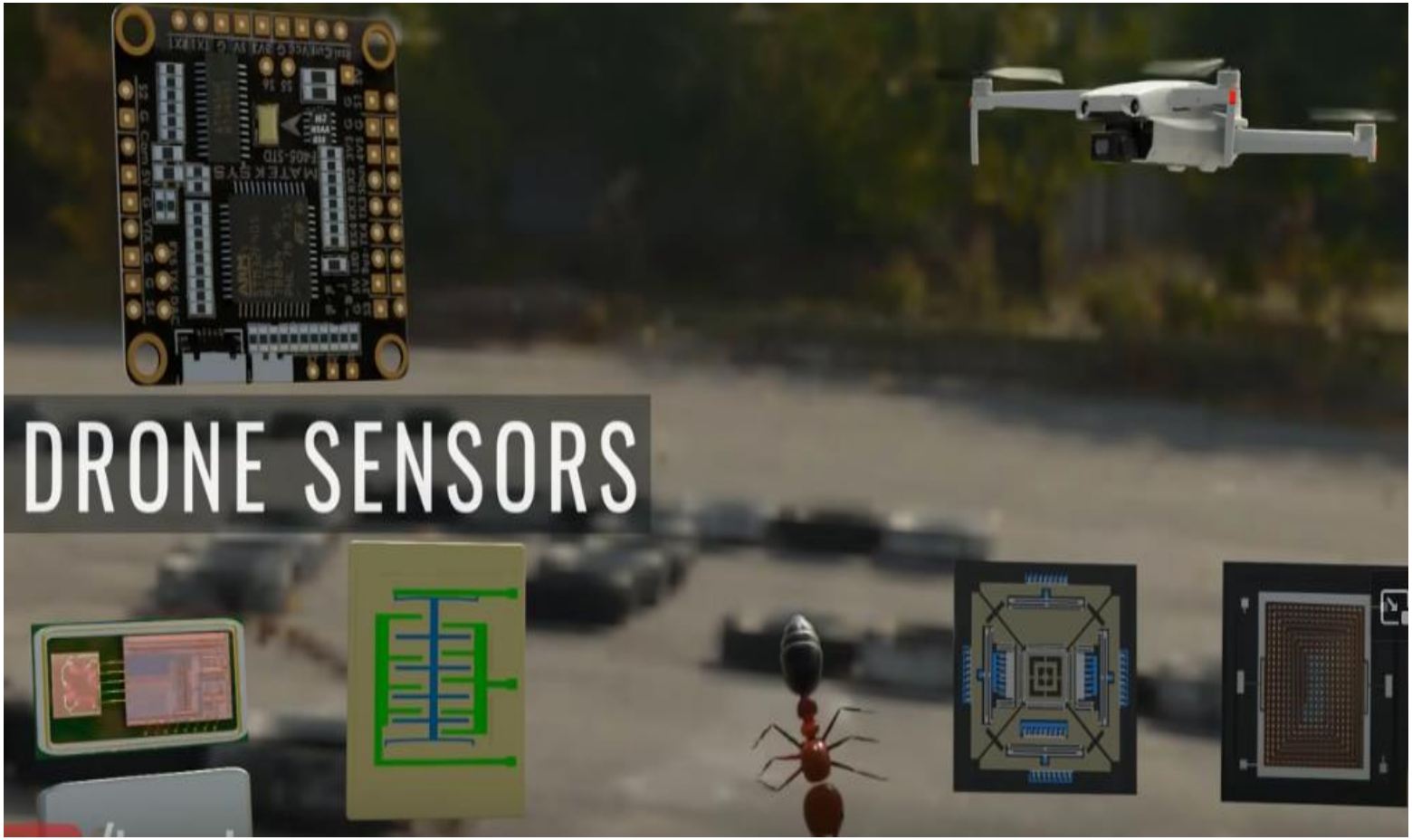

ROLL
MAVIC AIR



1.Discussion on cancellation of counter acting torque when props are same speed- avoids spinning of drone,
2. Discussion on varying speeds of prop diagonally (any one pair) leading to counter acting torque – causing yawing motion.

Note: Yawing direction should be on the other side

If there is a sudden winds/ any obstruction to drone, Human intervention may not efficiently control drone, flight controller play a key role.


DRONE SENSORS


MEMS

Accelerometer,gyroscopic sensor and magnetometer


IMU
THE KING

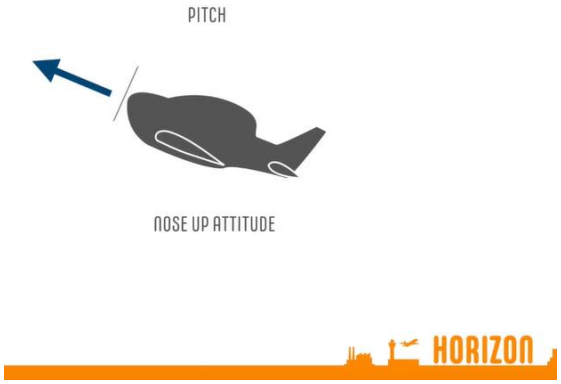
HORIZON IS THE LINE AT WHICH EARTHS SURFACE & SKY APPEAR TO MEET
IT IS THE APPARENT JUNCTION OF EARTH & SKY
IT IS APPARENT LINE THAT SEPERATES EARTH FROM SKY
SIMPLY, HORIZON IS A BOUNDARY BEYOND WHICH ONE CANT SEE

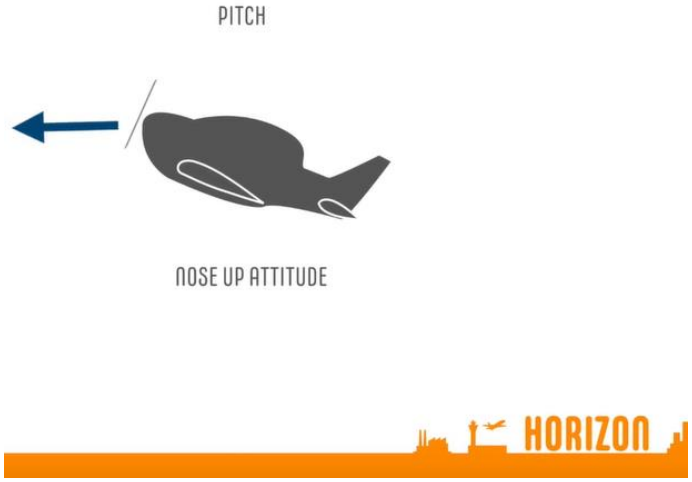
https://www.youtube.com/watch?v=MqXm78OXjYQ

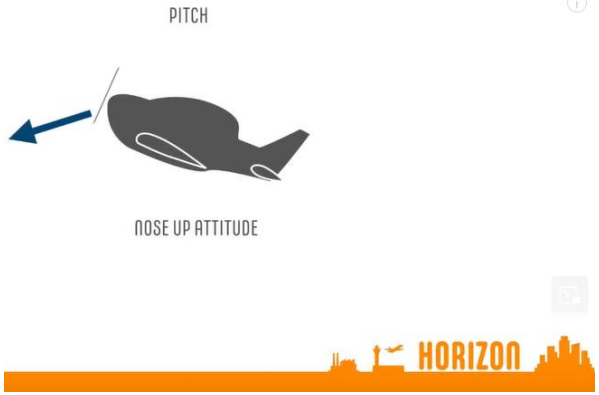
Aircraft attitude: Position of nose and wings of an aircraft relative to the horizon

Source:
https://www.youtube.com/watch?v=T0NMc7uSEOs

If the forward speed is less, same nose up attitude may suggest aircraft may be climbing or steady or pitching down/stall.



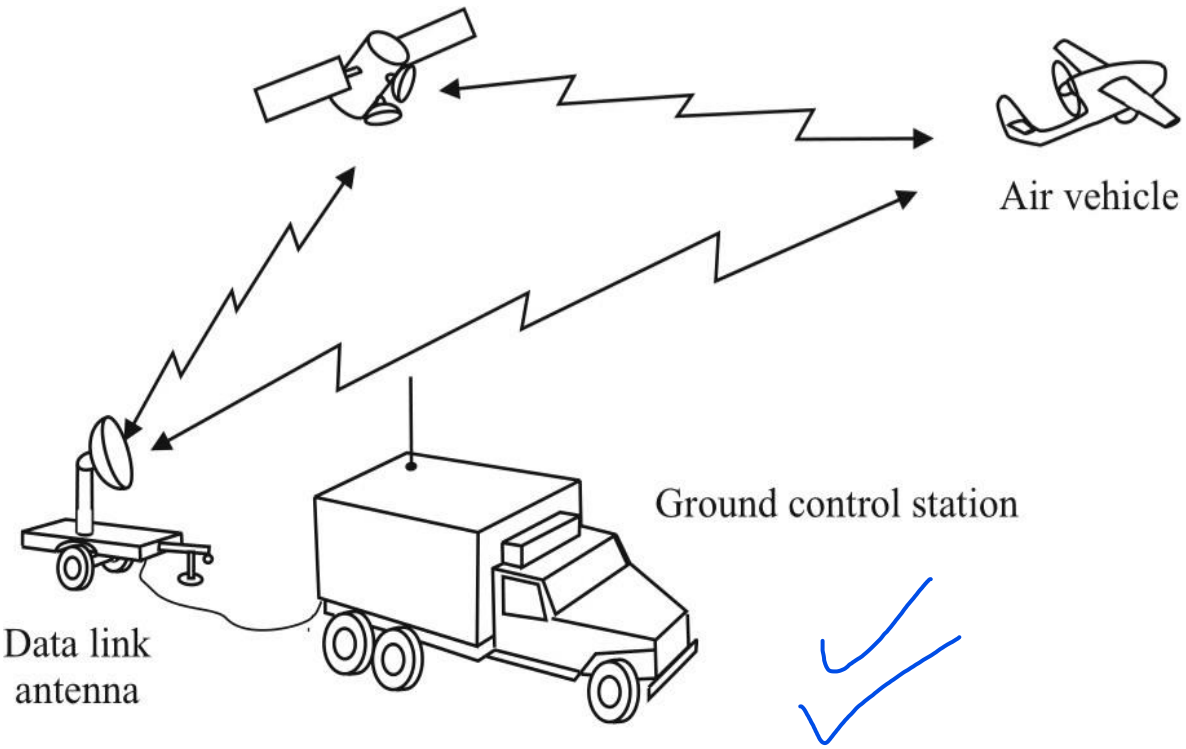




Overview of UAV Systems

As a minimum, a typical UAV system is composed of

1) Air vehicles,
2) One or more ground control station (GCS) and/or mission planning and control stations (MPCS),
3) Payload, and
4) Data link

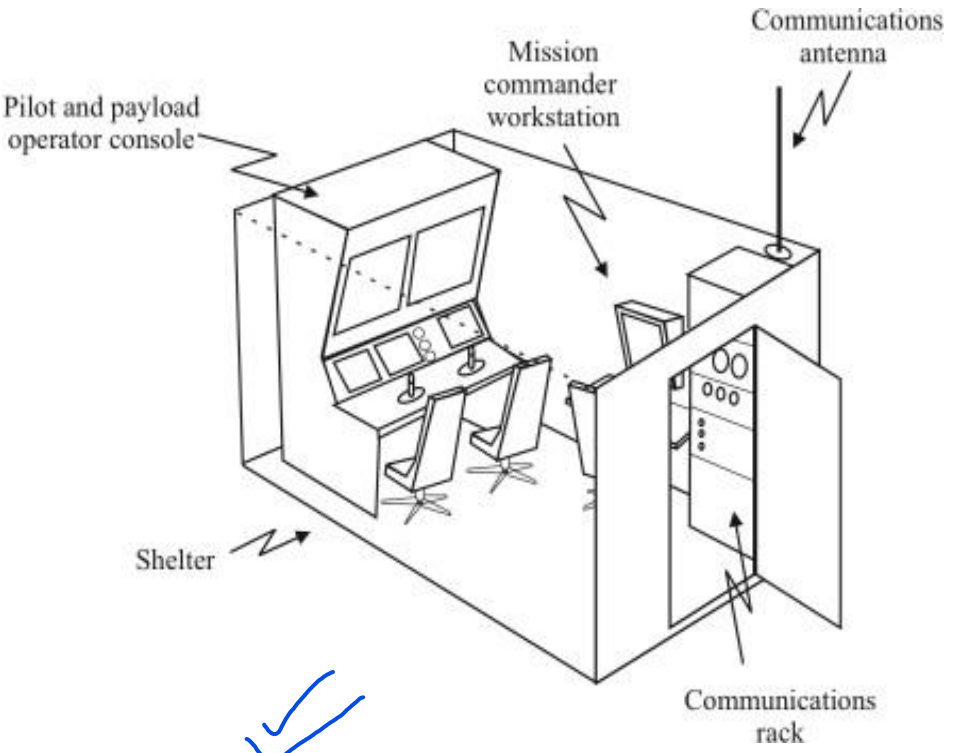


Air Vehicle

- The air vehicle is the airborne part of the system that includes the airframe, propulsion unit, flight controls, and electric power system.
- The air data terminal is mounted in the air vehicle, and is the airborne portion of the communications data link
- The air vehicle can be a fixed-wing airplane, rotary wing, or a ducted fan

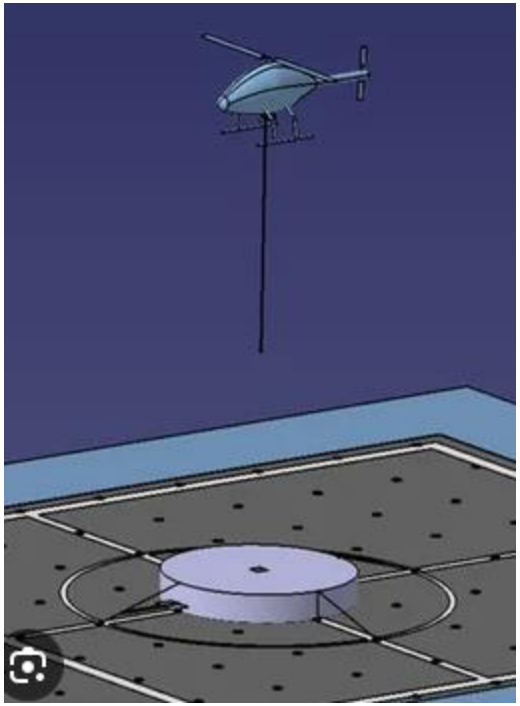
Mission Planning and Control Station

- The MPCS, also called the GCS, is the operational control center of the UAV system where video, command, and telemetry data from the air vehicle are processed and displayed.
- The MPCS shelter incorporates a mission planning facility, control and display consoles, video and telemetry instrumentation, a computer and signal processing group, the ground data terminal, communications equipment, and environmental control and survivability protection equipment.



Launch and Recovery Equipment

- Launch and recovery can be accomplished by a number of techniques ranging from conventional takeoff and landing on prepared sites to vertical descent using rotary wing or fan systems.



Launch and recovery equipment

- From conventional takeoff and landing on prepared sites to vertical descent using rotary wing or fan systems.
- Pyrotechnic (rocket) propulsion, or a combination of pneumatic/hydraulic arrangements are also popular methods for launching air vehicles.
- Some small UAVs are launched by hand, essentially thrown into the air like a toy glider

Contd….

- Catapults using either pyrotechnic (rocket) or a combination of pneumatic/hydraulic arrangements are also popular methods for launching air vehicles. Some small UAVs are launched by hand, essentially thrown into the air like a toy glider.

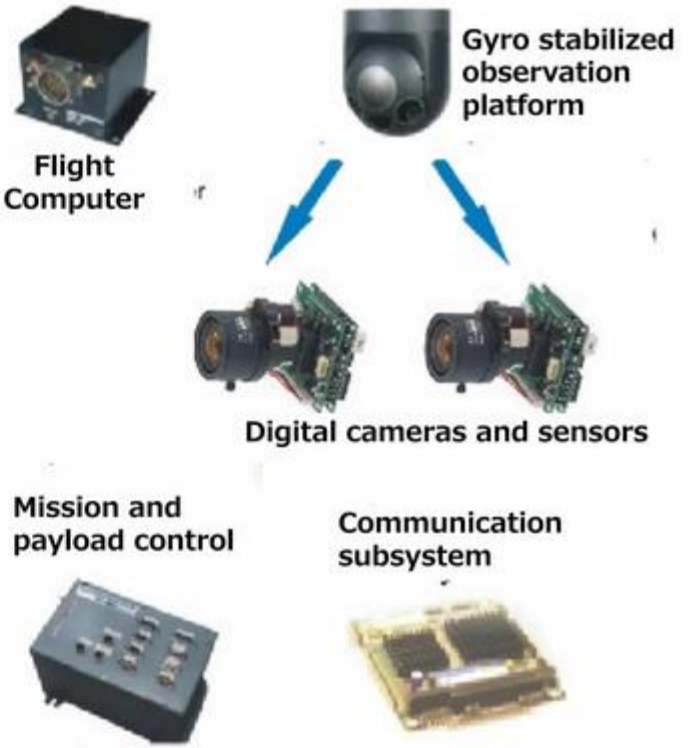
Launch and recovery equipment

- Nets and arresting gear are used to capture fixed-wing air vehicles in small spaces.

- Parachutes and parafoils are used for landing in small areas for point recoveries

Payloads

- Often include video cameras, either daylight or night (image-intensifiers or thermal infrared), for reconnaissance and surveillance missions.
- Armed UAVs carry weapons to be fired, dropped, or launched
- "Lethal" UAVs carry explosive or other types of warheads and may be deliberately crashed into targets



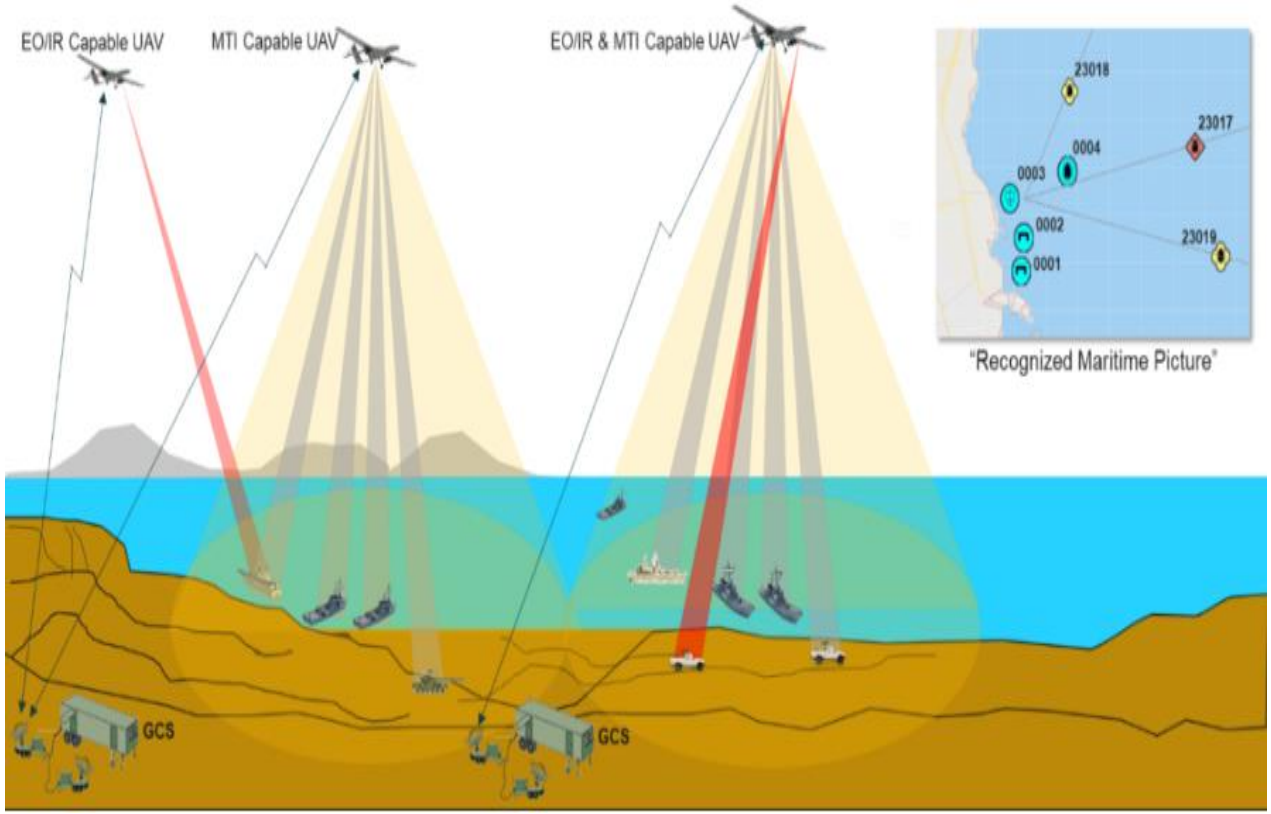
Payloads

- Payloads often include video cameras, either daylight or night (image-intensif i ers or thermal infrared), for reconnaissance and surveillance missions.

Payloads

- Armed UAVs carry weapons to be fired, dropped, or launched. "Lethal" UAVs carry ex-plosive or other types of warheads and may be deliberately crashed into targets

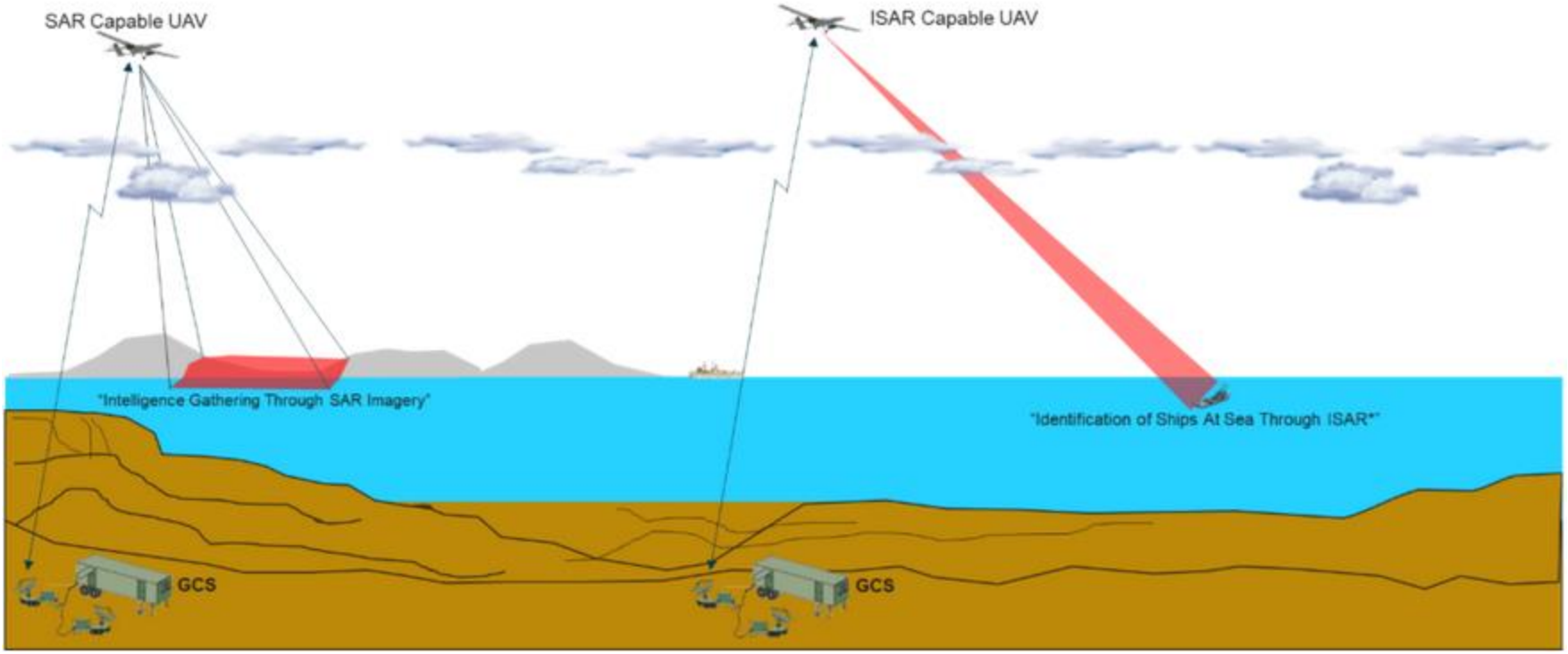
Contd…



- Radar sensors, often using Moving Target Indicator (MTI) and/or synthetic aperture radar (SAR) technology, are also important payloads for UAVs conducting recon-naissance missions.

Electro-Optical and Infrared Sensors (EO/IR)

- As depicted in Figure 1, an EO/IR-capable UAV has a **limited search capability.**
- In contrast, an MTI-capable UAV has a **360-degree search capability**, including Ground Moving Target Indication (GMTI) and Maritime Moving Target Indication (MMTI).
- If these two types of UAVs are jointly operated, a **successful detection-tracking-identification process** could be implemented even with low-cost tactical UAVs.
- The MTI-capable UAV **detects moving targets** on the surface, and then then Ground Control Station (GCS) can automatically direct the EO/IR-capable UAV to the detection **location for identification**.
- Another alternative is for a UAV to have both an onboard EO/IR sensor and MTI radar, which should be selected **in accordance with the tactical UAV's payload capacity**. The MTI to EO/IR cueing mechanism is triggered by the sensor operator on the GCS.



- COURTESY: https://www.unmannedsystemstechnology.com/2021/02/sar-mti-radar-for-common-operating-picture-in-uav-operations/

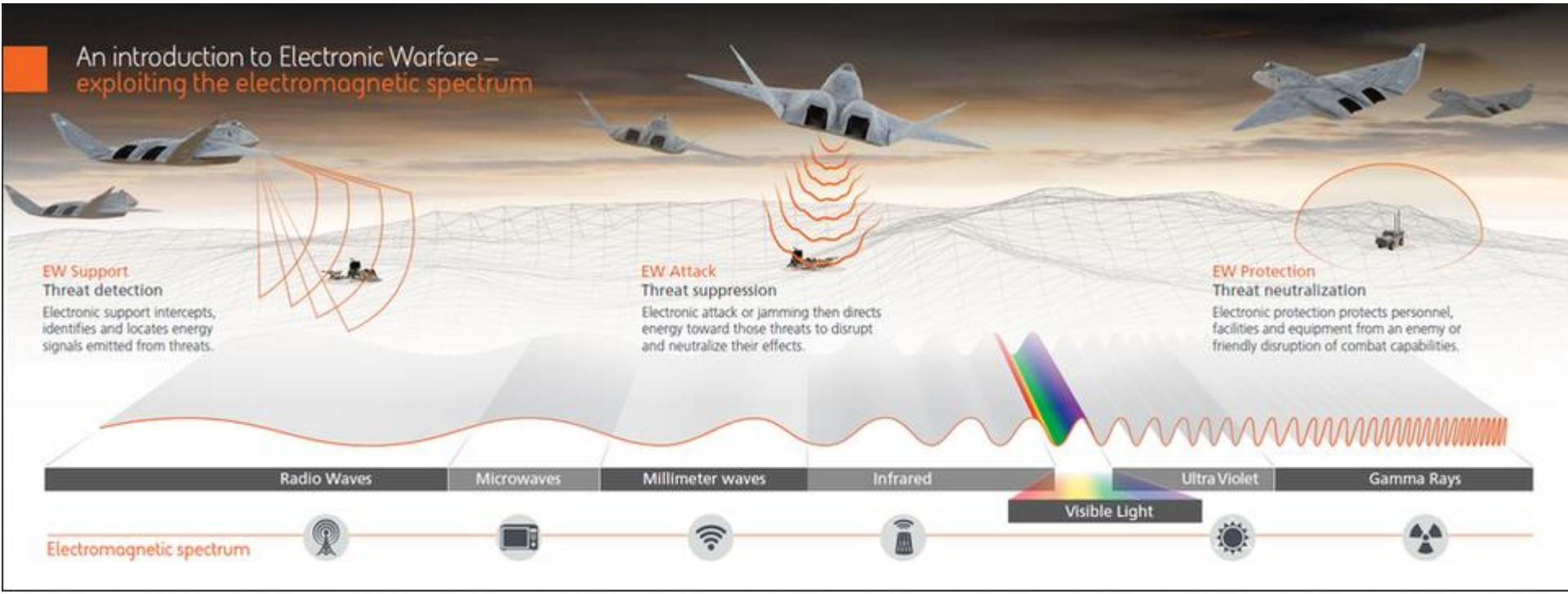
Inverse synthetic aperture radar (*ISAR*)

SAR/ISAR Features(synthetic aperture radar (SAR))

- Unlike MTI, **SAR can provide information on stationary targets** for intelligence personnel regardless of weather conditions.
- Image resolution of EO/IR sensors decreases with increasing range, but SAR radar imagery has a constant resolution that is independent of range.
- Submetric resolution for an area of interest tens of kilometers away from the surveillance platform provides the ability to gather imagery intelligence at stand-off range under all weather conditions, as seen in Figure 2.
- Countries with maritime borders have to establish and maintain Recognized Maritime Picture for maritime security.
- ISAR can help operators identify ships offshore even under low visibility conditions where EO/IR sensors fall short.

Inverse synthetic aperture radar (*ISAR*) AND synthetic aperture radar (SAR)

Another major category of payloads is electronic warfare (EW) systems. They include the full spectrum of signal intelligence (SIGINT) and jammer equipment.



Courtesy: https://defence.nridigital.com/global_defence_technology_mar21/electronic_warfare_latest

Contd…

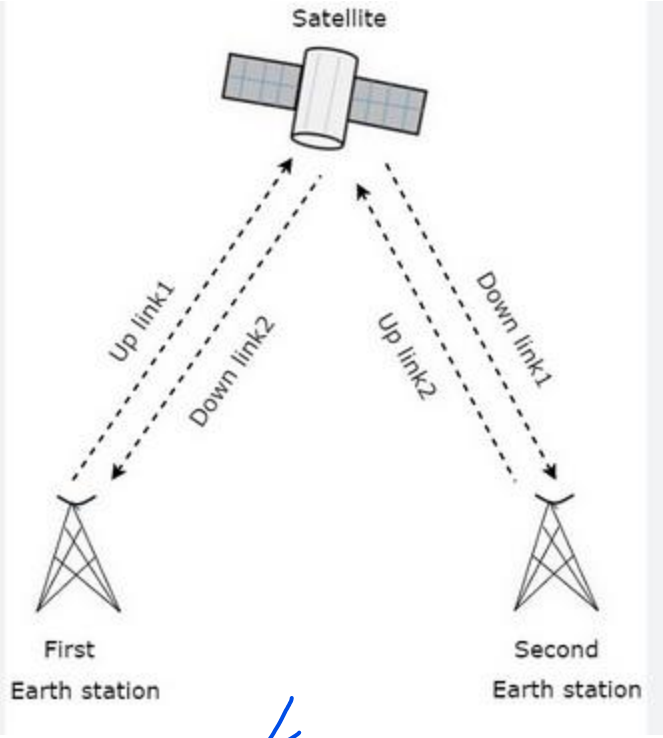
- SIGINT is **intelligence derived from electronic signals and systems used by foreign targets**, such as communications systems, radars, and weapons systems that provides a vital window for our nation into foreign adversaries' capabilities, actions, and intentions.

CONTD…

- In technology, you will come across the term Data Link, especially in companies or structures which deal with communication setups. In simple language, a data link refers to the connection of one area to another. The main aim of these connections is to send or receive digital information.

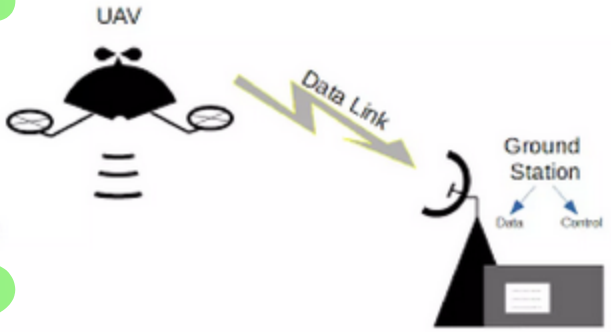
CONTD….

- **Uplink frequency** is the frequency at which, the first earth station is communicating with satellite.
- The satellite transponder converts this signal into another frequency and sends it down to the second earth station. This frequency is called as **Downlink frequency.**



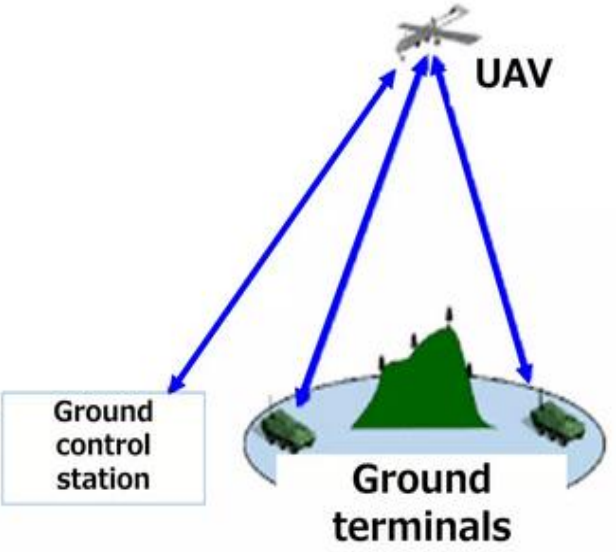
Datalinks

- Two-way communication, either upon demand or on a continuous basis.
- An uplink with a data rate of a few kHz provides control of the air-vehicle flight path and commands to its payload.
- The downlink:
  - low data-rate channel to acknowledge commands and transmit status information about the air vehicle
  - a high data-rate channel (1–10 MHz) for sensor data such as video and radar.



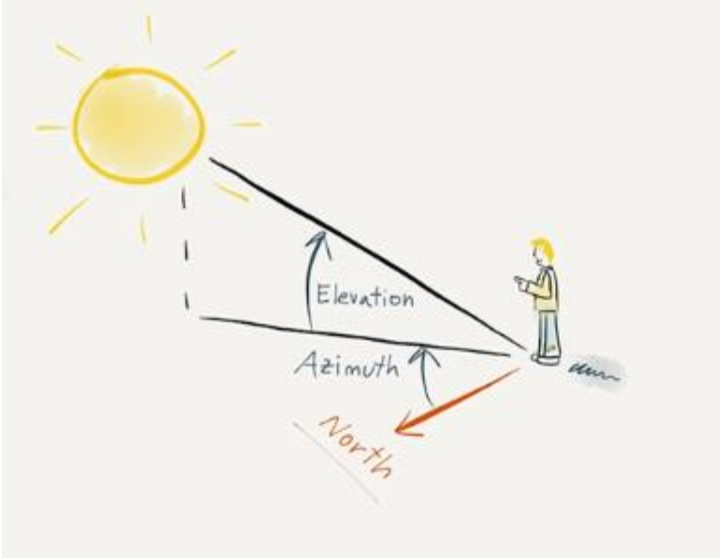
Datalinks

- The data link may also be called upon to measure the position of the air vehicle
- This information is used to assist in navigation and accurately determining air-vehicle location
- Ground data terminal microwave electronic system transmitting guidance and payload commands



For Reference: The data link may also be called upon to measure the position of the air vehicle by determining its azimuth and range from the ground-station antenna.

The azimuth is **the angle between North, measured clockwise around the observer's horizon, and a celestial body (sun, moon)**. It determines the direction of the celestial body. For example, a celestial body due North has an azimuth of 0º, one due East 90º, one due South 180º and one due West 270º.



Datalinks

- Multiple vehicle control with single operator
- Air data terminal – includes transmitter and antenna for transmitting video air vehicle data and receiver for receiving commands form the ground

The air data terminal is the airborne part of the data link. It includes the transmitter and antenna for transmitting video and air-vehicle data and the receiver for receiving commands from the ground

Ground support equipment

- GSE may include:
  - test and maintenance equipment,
  - a supply of spare parts and other expendables,
  - a fuel supply and any refueling equipment required by a particular air vehicle,
  - handling equipment to move air vehicles
  - generators to power all of the other support equipment.

https://www.slideshare.net/vsmlingam/unmanned-aerial-vehicles-239442295

Ground Support Equipment

- GSE may include: test and maintenance equipment, a supply of spare parts and other expendables, a fuel supply and any refueling equipment required by a particular air vehicle, handling equipment to move air vehicles around on the ground if they are not man-portable or intended to roll around on landing gear, and generators to power all of the other support equipment.
- The GSE must include transportation for all of the things listed earlier, as well as transportation for spare air vehicles and for the personnel who make up the ground crew, including their living and working shelters and food, clothing, and other personal gear.

India and Drones

UCAV ← •DRDO AURA

•DRDO Imperial Eagle → Light-weight UAV (small)

Light-weight autonomous UAV ← •DRDO Netra

•DRDO Rustom → MALE → ISA

L-INFRA$_2$

Heron 1, Heron TP, & Sea Guardian drone | Photo: Commons/iai.co.il/General Atomics

- The UAV fleet of the Indian armed forces predominantly consists of the searcher, Heron2 and Harop UAV, which are imported from Israel.

- The UAV fleet of the Indian armed forces predominantly consists of the searcher, Heron2 and Harop UAV, which are imported from Israel.
- **India's indigenous UAVs are still in the development phase**
- Its indigenous target drone and UAV development programme is led by the Aeronautical Development Agency (ADA) of the Defence Research and Development Organisation (DRDO), which is primarily directed towards meeting the requirements of the Indian armed forces.
- India has developed target drones and micro and mini UAVs and is aspiring to develop bigger and more capable Medium Altitude Long Endurance (MALE), High Altitude Long Endurance (HALE) and armed UAVs and Unmanned Combat Aerial Vehicles (UCAVs) indigenously

Rustom-2

Oct. 20, 2022

The indigenous medium altitude long endurance (MALE) unmanned aerial vehicle (UAV) is expected to complete all user trials by August 2023

About:

- Rustom-2 is also known as **Tapas-BH** (Tactical Airborne Platform for Aerial Surveillance-Beyond Horizon 201).
- It has been designed and developed by the Aeronautical Development Establishment (ADE), Bengaluru, with the production partners being Hindustan Aeronautics Ltd. (HAL) and Bharat Electronics Ltd.
- It is powered by a small turbofan engine. The engine is Russian TRDD-50MT originally designed for cruise missiles.
- It is being developed to carry out surveillance and reconnaissance (ISR) roles and is capable of carrying different combinations of advanced payload and capable of auto landing, among others.
- Its navigation was done using GAGAN satellites through the onboard SATCOM system.
- High endurance UAVs are a priority requirement for the Indian armed forces especially in view of the stand-off with China in eastern Ladakh.

Courtesy: https://vajiramias.com/current-affairs/rustom-2/6350ce0211afb0065812c373/

Archer-NG is an indigenously developed Weaponized Medium Altitude Long Endurance (MALE) UAV used for Intelligence, Surveillance, Target Acquisition, Tracking & Reconnaissance (ISTAR) missions and strike roles.

FEATURES

- Power Plant : Austro 330EP (177 HP)
- Operational Altitude : 28000 ft
- Endurance : >18 Hrs
- Command Range : 250 Km (LoS)
  : 1000 Km (SATCOM BLoS)
- Take off / Landing : Conventional & Automatic
- Payload Capacity : 350 Kg
- Wing Span : 18.6 m
- Max Speed : 225 Kmph
- Hard points : 4 Nos. (Max upto 300 Kg)
- Mission capability : All weather and Day-Night

Payloads

- **Surveillance & Reconnaissance:**
  MREO, LREO, SAR / MPAR
- **Intelligence:**
  ELINT & COMINT
- **Situational Awareness:**
  IFF, TCAS & UCR
- **Stores**
  Weapon carrying capacity of 300 Kg

High Altitude Long Endurance (HALE) Remotely Piloted Aircraft System (RPAS) provides ISTAR (Intelligence, Surveillance, Target Acquisition, Reconnaissance and Targeting capabilities. ADE has jointly completed the feasibility studies with M/s Hindustan Aeronautics Limited in line with User requirements.

FEATURES

- Powerplant : Turbo Prop (940 HP)
- Range : 1000 Km
- Max AUW : 4200 - 5200 Kg
- Payload : 2000 Kg
- Speed : 390 Kmph
- Altitude : >35,000 ft
- Endurance : >25 Hrs
- Features : Integrated Net-centric operation

DRDO aura Or GHATAK UCAV OR DRDO SWIFT

- AURA is an autonomous stealthy unmanned combat air vehicle (UCAV) developed by the DRDO for the Indian Air Force.
- The design work on the UCAV is to be carried out by the Aeronautical Development Agency (ADA).
- The UCAV will be capable of releasing missiles, bombs and precision-guided munitions.

SWiFT
STEALTH UAV

Stealth Wing Flying Test-bed (SWiFT) is an indigenously developed system with an objective of bridging the technology gaps towards design and development of an indigenous Futuristic Unmanned Fighter Aircraft (FUFA). This technology is the lead-in for the national goal to develop a Futuristic Unmanned Fighter Aircraft.

SWiFT uses indigenous systems for Navigation, guidance and Control, indigenous Flight Control Computer and all the other Avionics systems. The Control Law and the software are developed and tested in-house.

FEATURES

- Powerplant : Turbofan Engine
- Range : 250 Km (LoS)
- Take Off / Landing : Automatic Take Off & Landing at 70 m/sec
- Wing Span : 5 mtr
- Speed : 0.6 M (Cruise)
- Hard points : 2 points capable of carrying 2x50 Kg stores / CMDS
- Flight Mode : Command, Autonomous & Get-To-Home feature
- Max AUW : 1100 Kg

Major Industry Partners:

M/s Hindustan Aeronautics Ltd.

M/s Larsen & Tubro

M/s Bharat Electronics Ltd.

M/s Aditya Precitech

M/s Tinyen Industries Pvt. Ltd.

M/s Saamtech HET Pvt. Ltd.

M/s Bhor Chemicals

DRDO Imperial Eagle

- EAGLE is an Indian light-weight mini-unmanned aerial vehicle (UAV) developed by the DRDO alongside Aeronautical Development Establishment, and the National Aerospace Laboratories and supported by private vendors.
- Its primary users will be the National Security Guard and the military services.
- The Imperial Eagle weighs 2.5 kg and can carry either a daylight camera or thermal night vision camera.
- Designed to be carried in soldier's backpack, be hand-launched and recoverable through a soft landing.
- It is completely autonomous with navigational way-points, which can be changed in-flight by the ground control.
- It is capable of providing continuous imagery of the onboard camera irrespective of the attitude of the aircraft.
- The primary advantage of the vehicle is that it functions on autopilot.
- Its orientation can be controlled using a dedicated real-time operating system (RTOS).

DRDO Netra

- The DRDO Netra is an Indian, light-weight, autonomous UAV for surveillance and reconnaissance operations.
- The DRDO Research and Development Establishment (R&DE), and IdeaForge, a Mumbai-based private firm developed Netra.
- Netra can also is launched from a small clearing, and it can fly up to a distance of 2.5 km from its take-off point.
- The operational altitude of the UAV is 200 m.
- It can carry out surveillance in an area of 1.5 km Line of Sight (LOS) at the height of 300 m, for 30 minutes on a single battery charge.
- It has a high-resolution camera with zoom to facilitate more comprehensive surveillance and can also carry a thermal camera for night operations.
- The zoom-in camera can identify human activity up to 500 m away and can send a live video feed of objects within a radius of 5 km.

Specifications [edit]

Data from IdeaForge product page

General characteristics

- **Length:** 0.9 m (2 ft 11 in)
- **Wingspan:** 0.9 m (2 ft 11 in)
- **Empty weight:** 1.5 kg (3 lb)
- **Fuel capacity:** Li-Po batteries
- **Powerplant:** 4 × electric motors

Performance

- **Maximum speed:** 30 km/h (19 mph, 16 kn) [17]
- **Range:** 2.500 km (1.553 mi, 1.350 nmi) [15]
- **Endurance:** 30 minutes
- **Service ceiling:** 300 m (980 ft) [15]

Avionics

- High resolution CCD camera or Thermal camera

DRDO Rustom

- It is a Medium Altitude Long Endurance uncrewed air vehicle (UAV) developed by DRDO for the Armed forces.
- Rustom has three variants like Rustom-I, Rustom-H, Rustom-II.
- Payload capacity of 95 kgs and have a length around 5.12m.
- Rustom-II can attain max speed up to 150kmps and operated along LOS.

DRDO Nishant

- It is an Unmanned Aerial Vehicle (UAV) developed by India's ADE (Aeronautical Development Establishment), a branch of DRDO for the Indian Armed Forces.
- The Nishant UAV is primarily tasked with intelligence gathering over enemy territory and also for reconnaissance, training, surveillance, target designation, artillery fire correction, damage assessment.
- The UAV has an endurance of four hours and thirty minutes.
- The 380 kg Nishant UAV requires rail-launching from a hydro-pneumatic launcher and recovered by a parachute system.
- Launches at a velocity of 45 m/s are carried out in 0.6 seconds with 100 kW power, and subsequent launches can be carried out in intervals of 20 minutes.
- Nishant is one of the few UAVs in the world in its weight-class capable of being catapult-launched and recovered by using a parachute
- this eliminates the need for a runway as in case of the conventional take-off and landing with wheels.

AURA

IMPERIAL EAGLE

NETRA

RUSTOM

NISHANT