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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 72 pages. Original publisher: Hampton, Va. : National Aeronautics and Space Administration, Langley Research Center ; Hanover MD : Available from NASA Center for AeroSpace Information (CASI), 2001. OCLC Number: (OCoLC)51610032 Excerpt: . . . F-16 and the F-22 Joint Strike Fighter in the U. S. Scerbo (1996) also noted that there are situations where it might be critical for the system to have authority over automation invocation. For example, it is not uncommon for many of todays fighter aircraft to sustain G force levels that can exceed the physiological tolerances of the pilot (Buick, 1989). Conditions such as these can render the pilot of an armed and fast moving aircraft unconscious for periods of up to 12 seconds (Whinnery, 1989). Obviously, in this context an adaptive system could not only save lives, but protect the aircraft as well. Outside of aviation, research efforts have been aimed at testing and evaluating adaptive cruise control for automobiles (Stanton and Young, 2000; Young and Stanton, 2000). In traditional cruise control systems, the speed of the vehicle is maintained by automatic control of the accelerator. In adaptive cruise control systems, the speed of the vehicle can be adjusted if an obstacle is detected in the road ahead. Future systems will address lateral deviations as well. Because millions more people travel by automobiles than by air and because the fatality rates on U. S. highways are 25 times higher than in the air, the necessity to explore alternative technologies to increase highway safety is undeniable. Adaptive Strategies Although technical demonstrations of adaptive automation exist, they were not necessarily efforts guided by how the technology ought to be implemented. Morrison and Gluckman (1994)...

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