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Application of Technology Developed for Flight Simulation at NASA Langley

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ABSTRACT

In order to meet the stringent time-critical requirements for real-time man-in-the-loop flight simulation, computer processing operations including mathematical model computation and data input/output to the simulators must be deterministic and be completed in as short a time as possible. In 1983, in response to increased demands for flight simulation performance, personnel from NASA's Langley Research Center (LaRC), working with KineticSystems Corporation, developed extensions to a standard input/output system to provide for high bandwidth, low latency data acquisition and distribution. The Computer Automated Measurement and Control technology (IEEE standard 595) was extended to meet the performance requirements for real-time simulation. This technology extension increased the effective bandwidth by a factor of ten and increased the performance of modules necessary for simulator communication. Under sponsorship of the LaRC Technology Utilization Office, the project team won an IR-100 award in 1986 for this system. This technology is being used by more than 80 leading technological developers in the United States, Canada, and Europe. Included among the commercial applications of this technology are nuclear process control, power grid analysis, process monitoring, real-time simulation, and chemical processing.

Personnel at LaRC are currently developing the use of supercomputers for simulation mathematical model computation for real-time flight simulation. This, coupled with the use of an open systems software architecture, will advance the state-of-the-art in real-time flight simulation.

This paper will describe the data acquisition technology innovation and the development of supercomputing for flight simulation.

INTRODUCTION

NASA's Langley Research Center (LaRC) has used real-time flight simulation to support aerodynamic, space, and hardware research for over forty years. In the mid-1960s LaRC pioneered the first practical, real-time, digital, flight simulation system with Control Data Corporation (CDC) 6600 computers. In 1976, the 6600 computers were replaced with CDC CYBER 175 computers. In 1987, the analog-based simulation input/output system was replaced with a high performance, fiber-optic-based, digital network. In 1990, action was begun to replace the simulation computers with supercomputers.

The digital data distribution and signal conversion system, referred to as the Advanced Real-Time Simulation System (ARTSS) is a state-of-the-art, high-speed, fiber-optic-based, ring network system. This system, using the Computer Automated Measurement and Control (CAMAC) technology, replaced two twenty year old analog-based systems. The ARTSS is described in detail in references 1 through 6.

An unpublished survey of flight simulation users at LaRC conducted in 1987 projected that computing power requirements would increase by a factor of eight over the coming five-years (Figure 1). Although general growth was indicated, the pacing discipline was the design testing of high performance fighter aircraft. Factors influencing growth included: 1) active control of increased flexibility, 2) less static stability requiring more complex automatic attitude control and augmentation, 3) more complex avionics, 4) more sophisticated weapons systems, and 5) the need to simulate multiple aircraft interaction, the so called "n on m" problems. This requirement for more computing power is at least, if not industry wide, common to the fighter aircraft segment.

Two single processor Control Data Corporation CYBER 175 computers, tightly coupled through extended memory, are used to support flight simulation. Having decided to continue using large-scale general-purpose digital computers, LaRC issued a Request for Proposals in May, 1989 and subsequently awarded a contract to Convex Computer Corporation in December of that year. The resulting computational facility provided by this contract is the Flight Simulation Computing System (FSCS).

ADVANCED REAL-TIME SIMULATION SYSTEM

Through design efforts by both LaRC design engineers and design engineers at KineticSystems Corporation, three components of the ARTSS were developed to meet LaRC requirements. These were the serial highway network, the network configuration switch, and the signal conversion equipment. A block diagram of the ARTSS is presented in Figure 2.

Serial Highway Network

The LaRC ARTSS employs high-speed digital ring networks called CAMAC highways. At any given time, four totally independent simulations can be accommodated simultaneously. An aircraft model is solved on one of the mainframe computers and the simulation is normally assigned one highway. The purpose of the network is to communicate data between the central computers and simulation sites (control console, cockpit, display generator, etc.). The elements of a CAMAC highway are: the Block Transfer Serial Highway Driver (BTSHD); the fiber-optic U-port adaptor,
the Block Transfer Serial Crate Controller (BTSCC); the List Sequencer Module (LSM); and the CAMAC crate. Three features of the networks were developed to meet the LaRC requirement. First, the mainframe computer interface to the BTSHD was developed. Second, the block transfer capability was developed to meet LaRC performance requirements. This capability resides in the BTSHD, BTSCC, and LSM. Third, the fiber optic capability was developed to satisfy our site distance problem. The simulator sites are from 350 to 6,000 feet from the computer center.

Prior to the development of the block transfer capability, a CAMAC message was approximately 19 bytes long which included addressing, 24 bits of data, parity information, and response information. The addition of the block transfer capability allowed for the inclusion of many CAMAC data words in a single message. During block transfers, data reads or writes proceed synchronously at one 24-bit CAMAC data word per microsecond. This is several times faster than the normal single word message rate. Besides the CAMAC standard message, there are two modes of block transfer. In the first, the entire block of data goes to a single module within a crate. It is implemented by the BTSCC repeating the module-select and function bits on the crate dataway for each CAMAC word. In the second block transfer mode, the block, either on read or write, is divided among several modules within a crate. This mode employs the LSM module which is loaded by the mainframe computer at set-up time with up to four lists of module-select and function bits. When this type of block transfer is in progress, the BTSCC acquires module number, function, and subaddress for each sequential CAMAC word in the block from the indicated list in the LSM.

Network Configuration Switch

The purpose of the network configuration switch system is to provide complete connectability between the simulation applications on the mainframe computer and the various simulation sites. Upon request, any sensible combination of available sites can be combined into a local CAMAC ring network in support of a single simulation. This network configuration for a given simulation is done during the initialization phase, after a highway has been assigned by the scheduling software. The application job requests sites by resource request statements and if the sites are available, the switch will electrically and logically configure the network without disturbing other running simulations. The switch is built for a maximum of 12 highways and 44 sites. Each highway may be connected to a different host computer.

Signal Conversion Equipment

Three types of output converter modules and two types of input modules were designed and built to LaRC specifications. The converters are high quality and have been added to the vendor's catalog. The digital-to-analog converters (DAC), analog-to-digital converters (ADC), and digital-to-synchro (DSC) are 16-bit devices with 14 bits of accuracy. The data transmitted uses 16 bits although only 14 bits are meaningful. This implementation allows LaRC to change converter precision without major changes in software or protocol. To decrease transmission time, data words are packed such that three converter words (16 bits each) are contained in two CAMAC words (24 bits each). The discrete input converters contain 48 bits per module and the discrete output modules contain 24 bits per module.

Clocking System

Flight simulation at LaRC is implemented as a sampled data system. The equations of motion are solved on a frame-by-frame basis using a fixed time interval. To provide the frame interval timing signals and a clocking system for synchronization of independent programs, LaRC designed and built the real-time clocking system. This system is patented and is described in reference 7. The clock system is composed of a central unit and multiple CAMAC modules called Site Clock Interface Units (SCIUs) which are connected by means of a separate fiber optic star network. Two distinct time intervals are broadcast by the central unit on a single fiber. The first time interval has a constant 500-microsecond period. The tic count necessary for a real-time frame is set in the SCIU by initialization software. This count is decremented by one for each occurrence of the interval timer. When the count reaches zero, each SCIU issues a signal that indicates beginning of frame. The frame time is determined independently for each simulation but must be a multiple of 500 microseconds. The second clock signal, called the job sync tic, has a longer period called the clock common multiple which is set manually. This longer period is used for synchronization. Each frame time must divide evenly into the clock common multiple, ensuring that all simulations will be synchronized on the occurrence of the job sync tic.

REQUIREMENTS FOR NEW SIMULATION COMPUTING SYSTEM

In 1987 LaRC conducted a survey of simulation users and program managers to determine future requirements for flight simulation at LaRC. Results from this study (see Figure 1) indicated that high performance aircraft with expected increasingly complex models and flexible airframes would require up to eight times the model computing capacity compared to the present two CYBER 175 computers. These results coupled with other information, led to the definition of requirements for replacing the existing computers. Following an extensive survey of the marketplace, further action was delayed for one year to wait for the development of systems that could meet the requirements. In 1989 the requirements were incorporated into a Statement of Work and a formal Request for Proposals was issued. The resulting system is called the Flight Simulation Computing System (FSCS).

CPU Performance

Real-time flight simulation at LaRC requires high scalar CPU performance to solve the equations of motion of the system being simulated. Using an existing X-29 simulation as a benchmark, the following CPU performance was specified:

1. If a single CPU configuration is provided, the CPU must solve the benchmark in at most 165 seconds.
2. If a multiple CPU configuration is provided, each CPU must solve the benchmark in at most 330 seconds.

Due to secure processing requirements, a minimum of two and a maximum of four independent computers were required. The CYBER 175 computer solves the benchmark in 660 seconds. Thus, the capabilities of the resultant total system will provide at least eight times the CPU processing power of the coupled CYBER 175 computers.

Real-Time Input/Output

The ARTSS CAMAC system has provided LaRC with a high performance real-time input/output system that has extended the capabilities of the LaRC simulation system. Since ARTSS provides a high transfer rate with low latency, LaRC required provision of a compatible interface between the simulation computing system and the ARTSS CAMAC system. LaRC required that the new system include all software and hardware to connect to the ARTSS CAMAC real-time network. This connection was required to transfer block data over the network at a sustained rate of 24 million bits per second in the enhanced serial mode.

Responsiveness

One of the critical requirements for any real-time simulation system is system responsiveness. The FSCS system is required to respond to an external event, cause a short FORTRAN program to execute, and post an observable output response, in less than 150 microseconds. This elapsed time, called time-critical system response, is measured at an external port on the computer. The external event occurs at a repetitive rate of 1000 events per second. In addition to the time-critical system response, CAMAC input/output response is required to be less than 200 microseconds. CAMAC input/output response is defined as the time between the action of an interrupt generated in a CAMAC crate, transfer of one CAMAC word of data, execution of the short FORTRAN program, and transfer of one CAMAC word of output.

Frame Rate

To support simulation applications needing higher frame rates, LaRC required the system to run simulations at 1000 frames per second. At this frame rate, during any given frame, the system must deliver at least 600 microseconds of CPU time for the simulation model with 100 bytes of real-time input and 100 bytes of real-time output. The sum of system overhead and real-time input/output must be less than 400 microseconds.

Real-Time Data Recording and Retrieval

To support real-time data recording and retrieval during synchronous flight simulation, LaRC required the capability to record and/or retrieve information from two files for each simulation. The aggregate storage capacity was required to be a minimum of 180 megabytes. Sufficient data rate was required to permit a simulation to record or retrieve one 1000-byte record per real-time frame from each file simultaneously at a frame rate of 100 frames per second.

Language and other factors

At LaRC, almost all simulation programs are written in the FORTRAN language. Furthermore, simulations have been developed on CDC 6000 series computers and succeeding generations for over twenty years. With simulations written taking advantage of the CDC 60-bit architecture, LaRC required that the FSCS system support simulations written in the FORTRAN language with a minimum floating point mantissa precision of 14 decimal digits and with a minimum exponent range of plus and minus 250 decimal. In addition, the C language is required to support a limited number of applications, and Pascal is required to support the CAMAC configuration database.

An application development capability was required to operate simultaneously with simulations operating in real-time using all the real-time computing power specified. This application development capability has a minimum performance specification and required an advanced source language level debugger.

NEW SIMULATION COMPUTING SYSTEM

The computers that LaRC is putting in place to fulfill the requirements are Convex Computer Corporation C3200 and C3800 series computers. These computers are classified as supercomputers and support both 64- and 32-bit scalar, vector, and parallel processing technology. The new system will be delivered in stages

as the software system evolves. The first delivery consisted of a Convex C3230 (3 CPUs expandable to 4) with two CAMAC interfaces. The system was delivered with two peripheral buses (PBUS): one PBUS that is used for input/output to standard peripherals such as tape, disk, and line printer and one PBUS that is used exclusively for real-time input/output to the ARTSS CAMAC network. Each VME Input/Output Processor (VIOP) is a Motorola 68020 microcomputer that provides programmable input/output control. Each VIOP is connected to a standard 9U VMEbus and to the corresponding PBUS. The CAMAC interface consists of a KineticSystems Model 2140 Enhanced Serial Highway Driver for VMEbus. The second delivery will consist of one Convex C3840 (4 CPUs expandable to 8) computer configured similar to the C3230 with 2 PBUSs and two CAMAC interfaces. The computer will contain 512 megabytes of main memory and sufficient disk and other peripherals to support flight simulation. The resulting computer configuration will be as shown in Figure 3.

There are four critical aspects of a computing system to support real-time simulation. These are: CPU performance, memory capacity, time-critical system response, and deterministic system performance.

The first computer installed (C3230) performs a simulation of an X-29 aircraft in 245 seconds per CPU which is 2.7 times faster than the computers being replaced. With two CPUs available for real-time, this results in 5.4 times the CPU performance. The second computer (C3840) performs the X-29 in 117 seconds per CPU which is 5.6 times faster than the computers being replaced. With three CPUs available for real-time, this results in 17 times the CPU performance.

Memory capacity is more than adequate to meet the requirements. The expanded memory capacity, compared with the old system, has allowed LaRC researchers to greatly increase the complexity of the simulations. The increase in memory capacity, coupled with the increase in CPU performance, has led to much higher fidelity simulations.

Time-critical system response is a measure of how fast the computing system can respond to real-time events from outside the computing system. Time-critical system response on both the computing systems has been measured at 31 microseconds which exceeds the LaRC requirement.

Deterministic system performance is a measure of how consistently on a frame-by-frame basis the computing system calculates the simulation model without any loss in synchronization with real-time. To use a computing system for real-time simulation, the system must be able to solve the model in a very nearly fixed amount of time, no matter what the demands on the system are for other computing. Both the computing systems have been measured to be deterministic within two percent which is excellent.

Operating System

Convex Computer Corporation offers two real-time operating systems. The operating system currently in use at LaRC requires one CPU for all non-real-time activity: editing, program compilation, and other UNIX activities. The other CPUs may be dedicated to real-time simulation. At the request of a real-time program, the program is locked down in memory to prevent page faults and the CPU or CPUS are dedicated exclusively to the real-time program.

The second real-time operating system incorporates a specially developed real-time kernel that the entire operating system is built upon. With this version of the real-time operating system, the UNIX operating system portion will be pre-empted by real-time requests and the response to real-time interrupts will be deterministic and very short. This version supports, on a single CPU, all activities of a normal UNIX operating system and also simultaneously supports real-time applications. This operating system requires special hardware that is not available in LaRC computers.

CONCLUSION

NASA Langley Research Center is at the mid-point in the development of a system to simulate in real-time increasingly complex and high performance modern aircraft. Utilizing centralized supercomputers coupled with a proven real-time network technology, scientists and engineers are performing advanced research using flight simulation. Hardware and software developed and concepts used are applicable to a wide range of commercial applications that require time-critical computer processing including process control, data acquisition, and real-time simulation of a wide variety of systems.

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Flight Simulation Research Requirements

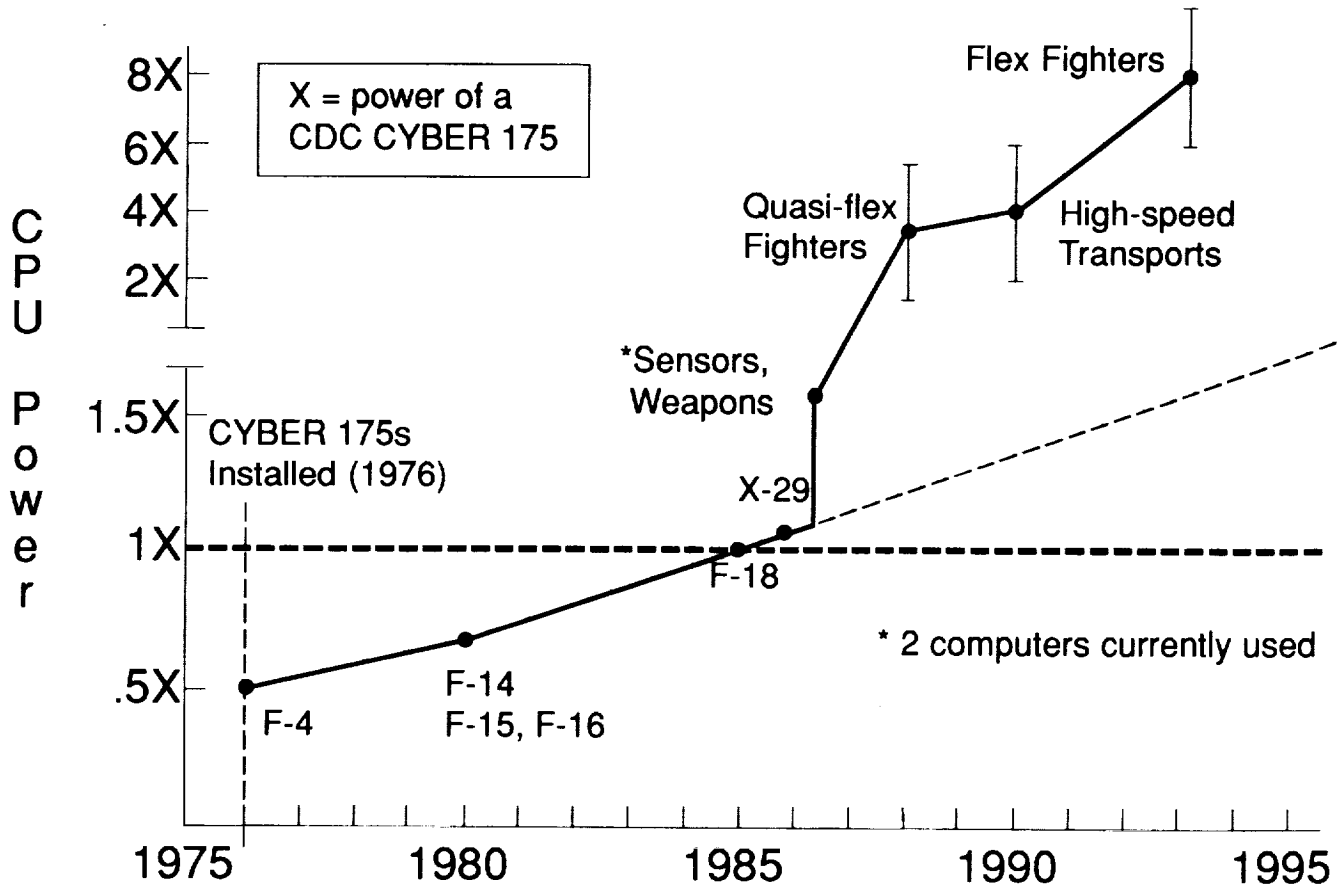
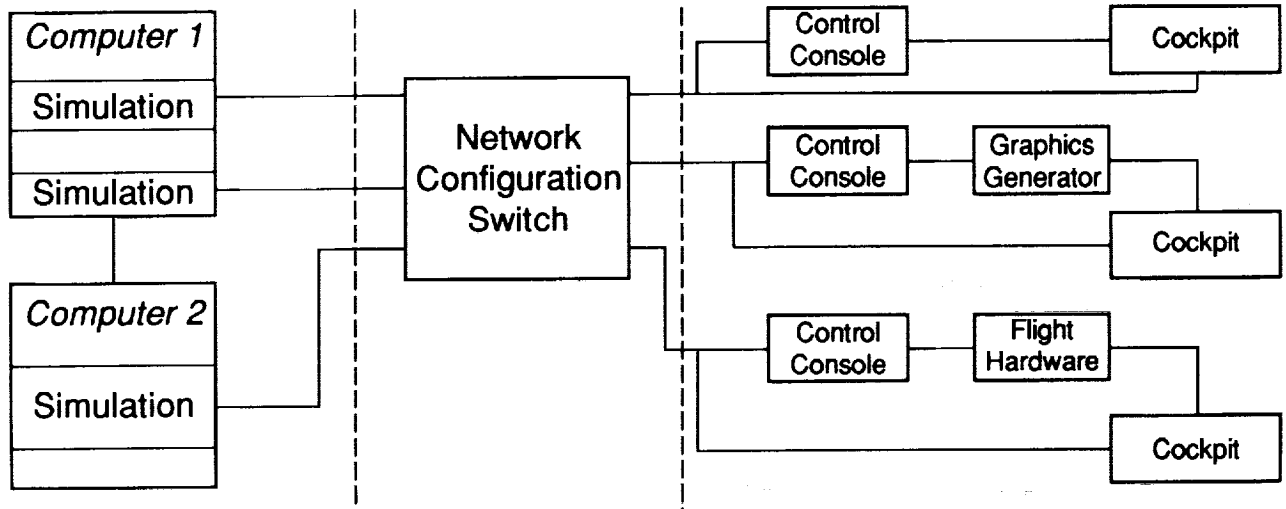


Figure 1.

Flight Simulation Subsystem



- Two CDC Cyber 175's
- Integrating two Convex computers with Unix
- Up to four simultaneous simulations
- ANSI standard FORTRAN simulation applications

- Up to 12 networks
- Up to 7 computers
- Up to 44 simulator sites
- Computer controlled dynamic reconfiguration

- 50 mbit fiber optic network
- Up to 6000 feet between elements
- Up to 62 CAMAC crates per network
- Up to 25 addressable modules per crate
- No buffering in network yielding very low latency

Figure 2.

Computing System Configuration

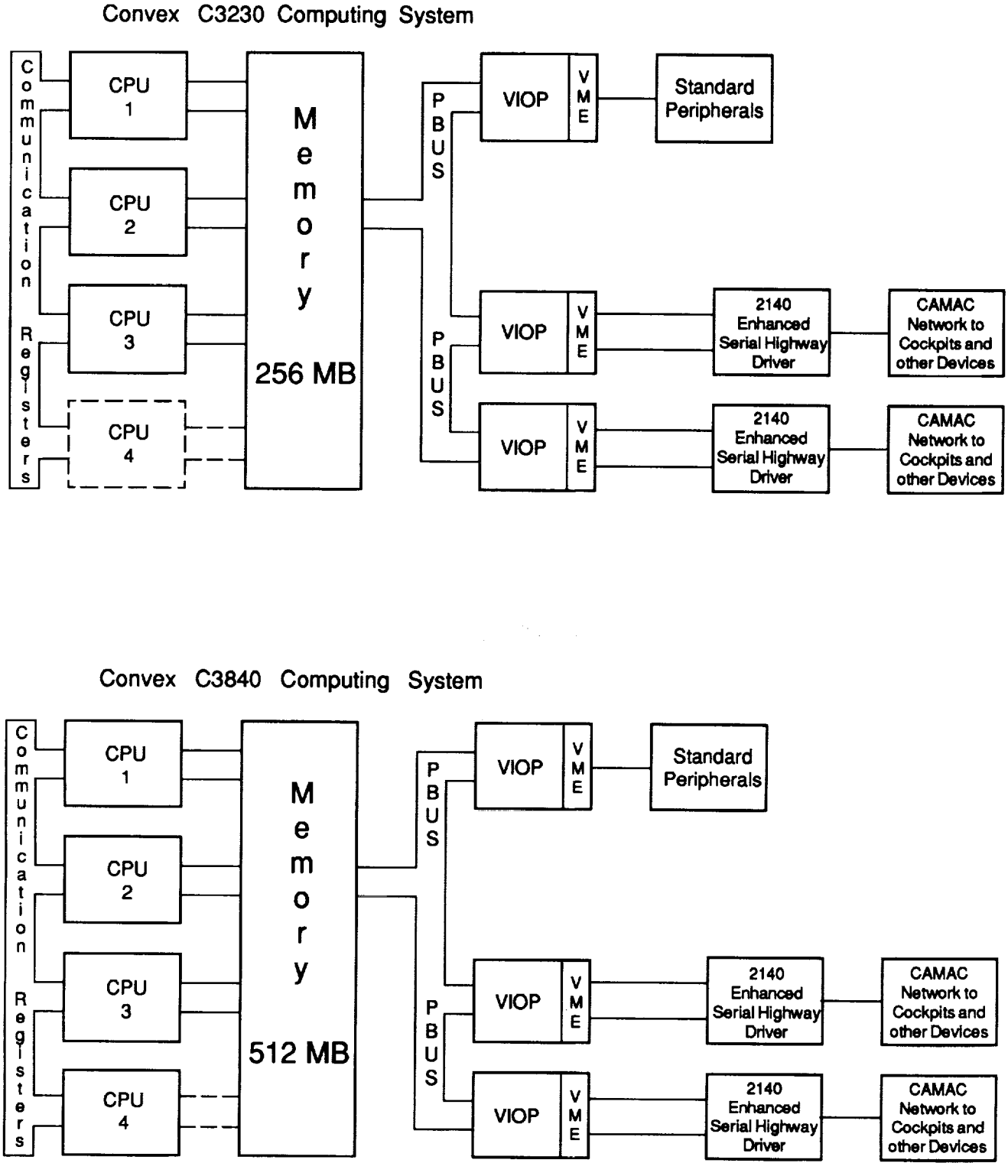


Figure 3.