

Aeronautical engineering degrading state maximal probability determination as a proof for the hybrid-optional functions entropy conditional optimality doctrine application

The third part of the generalization for the degrading state maximal probability determination in the framework of the hybrid-optional functions entropy conditional optimality doctrine initiated in the preceding reports was presented in the given report. The issue will be continued with a following sequence of reports.

Introduction.

Continuing the previous research dedicated to optimal periodicity of aeronautical engineering units' maintenance, it is an important issue to find the damaged but not failed state probability parameter maximum for the optimal periodicity determination [1-34].

State of the problem.

The optimal periodicity is considered with taking into account the dynamical characteristics of the maximum probability of a non-failure state which sometimes is a proper criterion for the optimal periodicity of the aeronautical engineering units' maintenance [1, Chapter 15, pp. 170-172, especially Sub-Chapter 15.4, p. 172, Fig. 15.2]

Purpose of the paper.

It is to prolong the proposed approach (doctrine) likewise in [8-16] based upon the Jaynes' principle [17-19] and subjective entropy maximum principle [7, 20-23]. It resembles [24], however in actual fact follows [8-16]. A generalization has to be done with the use of the mathematical apparatus in order to opportunely reconsider the problems of [25-34] in the framework of the discussed concept.

Problem setting.

Having determined, in a simplified system of the possible discrete states: "0" – the up state of the system; "1" – damage; "2" – failure; randomly changed in time t – deemed to be a continuum [24], at the initial conditions of the states' probabilities: $P_0|_{t=t_0} = 1$, $P_1|_{t=t_0} = P_2|_{t=t_0} = 0$, $t_0 = 0$, the wanted probabilities of P_i , [8-10, p. 30, (42)-(45)]:

$$\begin{aligned}
 P_0(t) &= \frac{k_1 e^{k_1 t} - k_2 e^{k_2 t}}{k_1 - k_2} + a_1 \frac{e^{k_1 t} - e^{k_2 t}}{k_1 - k_2} + \\
 &+ \frac{b_1}{k_1 k_2} + \left(-\frac{b_1}{k_2(k_2 - k_1)} - \frac{b_1}{k_1 k_2} \right) e^{k_1 t} + \left(\frac{b_1}{k_2(k_2 - k_1)} \right) e^{k_2 t}; \quad (1) \\
 P_1(t) &= \lambda_{01} \frac{e^{k_1 t} - e^{k_2 t}}{k_1 - k_2}
 \end{aligned}$$

$$+ \frac{c_1}{k_1 k_2} + \left(-\frac{c_1}{k_2(k_2 - k_1)} - \frac{c_1}{k_1 k_2} \right) e^{k_1 t} + \left(\frac{c_1}{k_2(k_2 - k_1)} \right) e^{k_2 t}; \quad (2)$$

$$P_2(t) = \lambda_{02} \frac{e^{k_1 t} - e^{k_2 t}}{k_1 - k_2} + \frac{d_1}{k_1 k_2} + \left(-\frac{d_1}{k_2(k_2 - k_1)} - \frac{d_1}{k_1 k_2} \right) e^{k_1 t} + \left(\frac{d_1}{k_2(k_2 - k_1)} \right) e^{k_2 t}, \quad (3)$$

where

$$k_{1,2} = \frac{-e_1 \pm \sqrt{e_1^2 - 4f_1 g_1}}{2f_1}, \quad e_1 = \mu_{20} + \mu_{21} + \lambda_{12} + \mu_{10} + \lambda_{01} + \lambda_{02}, \quad (4)$$

$$f_1 = 1, \quad g_1 = b_1 + c_1 + d_1, \quad (5)$$

$$a_1 = \mu_{20} + \mu_{21} + \lambda_{12} + \mu_{10}, \quad b_1 = \lambda_{12}\mu_{20} + \mu_{10}\mu_{20} + \mu_{10}\mu_{21}, \quad (6)$$

$$c_1 = \lambda_{01}\mu_{20} + \lambda_{01}\mu_{21} + \lambda_{02}\mu_{21}, \quad d_1 = \lambda_{01}\lambda_{12} + \lambda_{02}\lambda_{12} + \lambda_{02}\mu_{10}, \quad (7)$$

and the corresponding values of the failure intensities λ_{ij} and restoration intensities μ_{ji} for the three states system transitions; one need to go on to obtain the maximum of the non-failure state probabilities.

Traditional concept.

Within this report material, it is supposed to give some kind of a proof [8-10, pp. 31, 32, (46)-(54)] to the speculations (contemplations, studies, thoughts, considerations, assumptions, theories, guesswork, suppositions etc.) involving an implementation of the forthcoming hybrid-optional functions entropy conditional optimality doctrine, prior presenting that concept's provisions [8-16].

In order to prove the statements formulated in the following reports, let us consider the first derivative of the probability of the supposedly damaged but not failure (ruined, crash, break, fracture, split, crack, rupture) state P_1 , Eq. (2), with respect to time t [8-10, pp. 31, 32, (46), (47)]:

$$\frac{dP_1(t)}{dt} = \frac{\lambda_{01}}{k_1 - k_2} (k_1 e^{k_1 t} - k_2 e^{k_2 t}) + k_1 \left(-\frac{c_1}{k_2(k_2 - k_1)} - \frac{c_1}{k_1 k_2} \right) e^{k_1 t} + k_2 \left(\frac{c_1}{k_2(k_2 - k_1)} \right) e^{k_2 t}, \quad (8)$$

$$\frac{dP_1(t)}{dt} = \frac{-k_1 k_2 \lambda_{01}}{k_1 k_2 (k_2 - k_1)} (k_1 e^{k_1 t} - k_2 e^{k_2 t}) + \left(-\frac{k_1 k_1 c_1}{k_1 k_2 (k_2 - k_1)} - \frac{k_1 c_1 (k_2 - k_1)}{k_1 k_2 (k_2 - k_1)} \right) e^{k_1 t} + \left(\frac{k_1 k_2 c_1}{k_1 k_2 (k_2 - k_1)} \right) e^{k_2 t}. \quad (9)$$

Equalizing Eq. (9) to zero yields [8-10, pp. 32, (48)]:

$$\frac{dP_1(t)}{dt} = \frac{-k_1 k_2 \lambda_{01} (k_1 e^{k_1 t} - k_2 e^{k_2 t}) - k_1 k_1 c_1 e^{k_1 t} - k_1 c_1 (k_2 - k_1) e^{k_1 t} + k_1 k_2 c_1 e^{k_2 t}}{k_1 k_2 (k_1 - k_2)} = 0. \quad (10)$$

Which means the zero value of the nominator [8-10, pp. 32, (49)]:

$$-k_1 k_2 \lambda_{01} (k_1 e^{k_1 t} - k_2 e^{k_2 t}) - k_1 k_1 c_1 e^{k_1 t} - k_1 c_1 (k_2 - k_1) e^{k_1 t} + k_1 k_2 c_1 e^{k_2 t} = 0. \quad (11)$$

And after a few obvious identical transformations, it yields [8-10, pp. 32, (50)-(52)]:

$$(\lambda_{01} k_2 + c_1) e^{k_2 t} = (\lambda_{01} k_1 + c_1) e^{k_1 t}. \quad (12)$$

From (12) [8-10, pp. 32, (53)]:

$$e^{(k_2 - k_1)t} = \frac{\lambda_{01} k_1 + c_1}{\lambda_{01} k_2 + c_1}, \quad (k_2 - k_1)t = \ln \frac{\lambda_{01} k_1 + c_1}{\lambda_{01} k_2 + c_1}. \quad (13)$$

Finally the optimal solution, maintenance periodicity, expressed with [8-10, pp. 32, (54)]:

$$t_p^* = \frac{\ln(\lambda_{01} k_1 + c_1) - \ln(\lambda_{01} k_2 + c_1)}{k_2 - k_1}. \quad (14)$$

The consideration for the probabilities extremums and further generalization steps in the following (1)-(14) ideas will appear in the next report.

References

1. Техническая эксплуатация летательных аппаратов: учебник для вузов / под ред. Н. Н. Смирнова. – М.: Транспорт, 1990. – 423 с.
2. Dhillon B. S. Maintainability, maintenance, and reliability for engineers / B. S. Dhillon. – New York: Taylor & Francis Group, 2006. – 214 p.
3. Smith D. J. Reliability, maintainability and risk. Practical methods for engineers / D. J. Smith. – London: Elsevier, 2005. – 365 p.
4. Goncharenko A. V. One theoretical aspect of entropy paradigm application to the problems of tribology / A. V. Goncharenko // Problems of friction and wear. – 2017. – № 1(74). – pp. 78-83. (ISSN 0370-2197 print)
5. Wild T. W. Aircraft powerplants: 8th ed. / T. W. Wild, M. J. Kroes. – New York, New York, USA: McGraw-Hill, Education, 2014. – 756 p.
6. Kroes M. J. Aircraft maintenance and repair: 7th ed. / M. J. Kroes, W. A. Watkins, F. Delp, R. Sterkenburg. – New York, USA, McGraw-Hill, Education, 2013. – 736 p.
7. Kasianov V. Subjective entropy of preferences. Subjective analysis: monograph / V. Kasianov. – Warsaw: Institute of Aviation Scientific Publications, 2013. – 644 p.

8. Continuing Aircraft Airworthiness (ICAO Doc 9760) : Self-Study Method Guide . Part II . Application of the Multi-Optional Functions Entropy Doctrine to Assess the Aircraft Maintenance Process Improvements / compiler: A. V. Goncharenko. – K. : NAU, 2018. – 48 p.
9. Continuing Aircraft Airworthiness (ICAO Doc 9760) : Self-Study Method Guide . Part I . Reliability Measures to Assess the Aircraft Maintenance Process Improvements / compiler: A. V. Goncharenko. – K. : NAU, 2018. – 48 p.
10. Continuing Aircraft Airworthiness (ICAO Doc 9760) : Term Paper Method Guide / compiler: A. V. Goncharenko. – K. : NAU, 2018. – 48 p.
11. Goncharenko A. V. Generalization for the degrading state maximal probability in the framework of the hybrid-optional entropy conditional optimality doctrine / A. V. Goncharenko // Problems of friction and wear. – 2018. – № 1(78). – pp. 89-92. (ISSN 0370-2197)
12. Goncharenko A. V. Aeronautical and aerospace materials and structures damages to failures: theoretical concepts / A. V. Goncharenko // International Journal of Aerospace Engineering. – Volume 2018 (2018), Article ID 4126085, 7 pages <https://doi.org/10.1155/2018/4126085>; 2018. – pp. 1-7.
13. Goncharenko A. V. Multi-optional hybrid effectiveness functions optimality doctrine for maintenance purposes / A. V. Goncharenko // 14th IEEE International Conference on Advanced Trends in Radioelectronics, Telecommunications and Computer Engineering (TCSET-2018). – February, 20-24, 2018, Lviv-Slavske, Ukraine. – 2018. – pp. 771-775.
14. Goncharenko A. V. Optimal UAV maintenance periodicity obtained on the multi-optional basis / A. V. Goncharenko // 2017 IEEE 4th International Conference “Actual Problems of Unmanned Aerial Vehicles Developments (APUAVD)” Proceedings. – October, 17-19, 2017, Kyiv, Ukraine. – 2017. – pp. 65-68.
15. Goncharenko A. V. A hybrid approach to the optimal aeronautical engineering maintenance periodicity determination / A. V. Goncharenko // Proceedings of the NAU. – 2017. – № 3(72). – pp. 42-47.
16. Goncharenko A. V. Aeronautical engineering maintenance periodicity optimization with the help of subjective preferences distributions / A. V. Goncharenko // Proceedings of the NAU. – 2017. – № 2(71). – pp. 51-56.
17. Jaynes E. T. [Information theory and statistical mechanics](#) / E. T. Jaynes // Physical review. – U.S.A. – 1957. – Vol. 106, № 4. – pp. 620-630.
18. Jaynes E. T. [Information theory and statistical mechanics](#). II / E. T. Jaynes // Physical review. – U.S.A. – 1957. – Vol. 108, № 2. – pp. 171-190.
19. Jaynes E. T. On the rationale of maximum-entropy methods / E. T. Jaynes // Proceedings of the IEEE. – 1982. – vol. 70. – pp. 939–952.
20. Goncharenko A. V. Several models of artificial intelligence elements for aircraft control / A. V. Goncharenko // 2016 IEEE 4th International Conference “Methods and Systems of Navigation and Motion Control (MSNMC)” Proceedings. October, 18-20, 2016, Kyiv, Ukraine. – 2016. – pp. 224-227.
21. Goncharenko A. V. Navigational alternatives, their control and subjective entropy of individual preferences / A. V. Goncharenko // 2014 IEEE 3rd International Conference “Methods and Systems of Navigation and Motion Control” Proceedings. October, 14-17, 2014, Kyiv, Ukraine. – 2014. – pp. 99-103.

22. Goncharenko A. V. Expediency of unmanned air vehicles application in the framework of subjective analysis / A. V. Goncharenko // 2013 IEEE 2nd International Conference “Actual Problems of Unmanned Air Vehicles Developments” Proceedings. October, 15-17, 2013, Kyiv, Ukraine. – 2013. – pp. 129-133.
23. Goncharenko A. V. Several models of physical exercise subjective preferences / A. V. Goncharenko // Clin. and Exp. Psychol. – 2016. – 2: 121. – pp. 1-6. doi:10.4172/2471-2701.1000121. (ISSN: 2471-2701 CEP)
24. Овчаров Л. А. Прикладные задачи теории массового обслуживания / Л. А. Овчаров. – М.: Машиностроение, 1969. – 324 с.
25. Goncharenko A. V. Subjective entropy maximum principle for preferences functions of alternatives given in the view of logical conditions / A. V. Goncharenko // Штучний інтелект. – 2013. – № 4(62). – 1 G. pp. 4-9.
26. Goncharenko A. V. Applicable aspects of alternative UAV operation / A. V. Goncharenko // 2015 IEEE 3rd International Conference “Actual Problems of Unmanned Aerial Vehicles Developments (APUAVD)” Proceedings. October, 13-15, 2015, Kyiv, Ukraine. – 2015. – pp. 316-319.
27. Goncharenko A. V. An alternative method of the main psychophysics law derivation / A. V. Goncharenko // Clin. and Exp. Psychol. – 2017. – 3: 155. – pp. 1-5. doi: 10.4172/2471-2701.1000155. (ISSN: 2471-2701)
28. Goncharenko A. V. Artificial versus natural intellect in control of optimality / A. V. Goncharenko // Інтелектуальні системи прийняття рішень та проблеми обчислювального інтелекту: міжнародна наукова конференція, Євпаторія, 20-24 травня 2013 р.: матеріали конф. – Херсон: ХНТУ, 2013. – pp. 20-22. (ISBN 978-966-8912-70-2)
29. Goncharenko A. V. Alternativeness of control and power equipment repair versus purchasing according to the preferences of the options / A. V. Goncharenko // Electronics and control systems. – 2016. – № 4(50). – pp. 98-101.
30. Goncharenko A. V. A concept of multi-optional optimality at modeling ideal gas isothermal processes / A. V. Goncharenko // Electronics and control systems. – 2017. – № 2(52). – pp. 94-97.
31. Goncharenko A. Aircraft operation depending upon the uncertainty of maintenance alternatives / A. V. Goncharenko // Aviation. – 2017. Vol. 21(4). – pp. 126-131.
32. Goncharenko A. V. Aircraft maximal distance horizontal flights in the conceptual framework of subjective analysis / A. V. Goncharenko // Proceedings of the NAU. – 2013. – № 4(57). – pp. 56-62.
33. Goncharenko A. V. Control of flight safety with the use of preferences functions / A. V. Goncharenko // Electronics and control systems. – 2013. – № 3(37). – pp. 113-119. (ISSN: 1990-5548)
34. Goncharenko A. V. Horizontal flight for maximal distance at presence of conflict behavior (control) of the aircraft control system active element / A. V. Goncharenko // Матеріали XI міжнародної науково-технічної конференції “АВІА-2013”. (21-23 травня 2013 р., Київ). – Т. 4. – К.: НАУ, 2013. – pp. 22.30-22.33.