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Abstract: Strapdown inertial navigation systems require an initialization process that establishes the relationship between the aircraft body frame and the local geographic reference. This process, called alignment, generally requires the device to remain stationary for some period of time in order to establish this initial state.

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A New Mathematical Formulation for Strapdown Inertial Navigation Abstract: A differential equation is developed for the orientation vector relating the body frame to a chosen reference frame. The time derivative of this vector is the sum of the inertially measurable angular velocity vector and of the inertially nonmeasurable noncommutativity rate vector.

A New Mathematical Formulation for Strapdown Inertial...

About the Author. David Titterton is a principal scientist at DRA, researching novel technology. He spent more than a decade researching navigation and guidance technology for a range of aerospace applications, which led to a number of publications. During this time he was also involved in the development and evaluation of miniature inertial sensors, and he also studied the "system issues" associated with the integration of strapdown technology to new applications.

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Abstract: A gyrocompassing mode of the strapdown inertial navigation systems (SINS) was presented. SINS has been composed of Inertial Measurement Unit (IMU) and navigation computer. IMU consists of triad accelerometers, gyroscopes and a circuit of signal processing.

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Abstract: This article describes an improved strapdown rotation test (SRT) for calibrating the compensation coefficients in a strapdown inertial measurement unit (IMU). The SRT consists of a set of IMU rotation sequences and processing routines that enable precision determination of IMU gyro/accelerometer misalignment, gyro/accelerometer scale factor, and accelerometer bias calibration errors, all without requiring precision rotation fixtures and IMU mounting procedures.

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